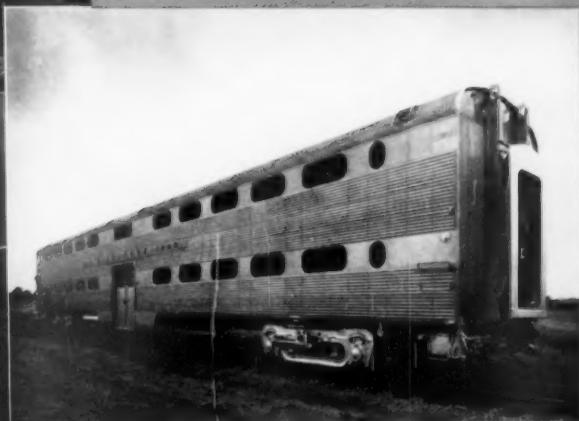


What **Mechanical Division**
officers decided in special
Chicago meeting p. 30

July 10, 1961

RAILWAY AGE WEEKLY



NEW COMMUTER COACHES

Milwaukee's new push-pull trains
will add flexibility to road's subur-
ban service at Chicago . . . p. 26

Preferred for Top Performance



Buffalo Solid Truss Unit Brake Beam

There are 661,773 freight cars equipped with Unit Brake Beams running to all points of the compass on the railroads of North America. This wide acceptance of the original hangerless type brake beam proves the economic point that Buffalo Solid Truss Brake Beams save money in more ways than one. Lower cost and safety are assured through simplified design.

Buffalo and Unit combined to design and produce the Unit Truck now acknowledged to be the outstanding freight car truck braking system of the world.

Buffalo-Unit Self-Centering Wear Plate. The only wear plate designed and produced by Buffalo-Unit for use on Unit Trucks



UNIT TRUCK

A DEVELOPMENT OF

**BUFFALO BRAKE BEAM COMPANY
UNIT TRUCK CORPORATION**

NEW YORK • BUFFALO • HAMILTON, ONT.

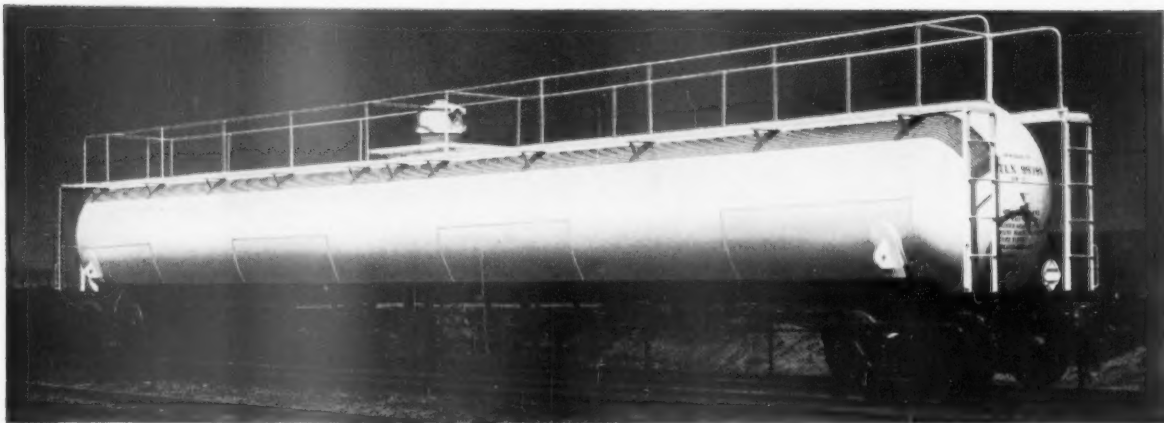
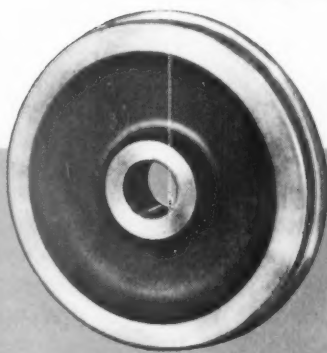


PHOTO COURTESY UNION TANK CAR COMPANY

UNDER THE WORLD'S LARGEST TANK CAR



EDGEWATER

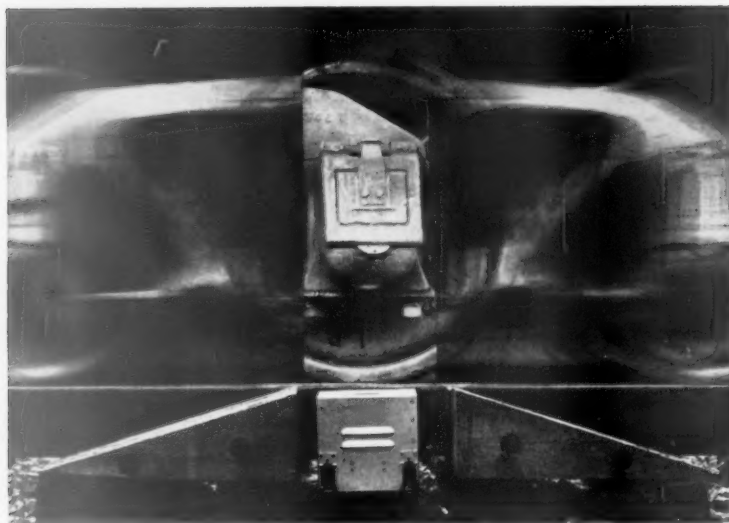
**MULTIPLE-WEAR
ROLLED STEEL WHEELS**

Here is another fine example of the economy of using multiple-wear wheels in conjunction with roller bearings. The maximum loaded weight of this 30,000-gallon tank car is 251,000 pounds. Edgewater 36-inch multiple-wear rolled steel wheels carry this tremendous load.

Where heavy loads are involved, Edgewater multiple-wear rolled steel wheels provide an extra measure of safety as well as long life.



EDGEWATER STEEL COMPANY
P.O. Box 479 Pittsburgh 30, Pa.



The fastest hot bearing detector *is the most accurate!*

The UNION Hot Bearing Detector operates in less than one micro-second—15 times faster than the nearest competitive model. This super speed makes possible accurate readings—no matter what train speed. And, here's a bonus: Only the UNION Hot Bearing Detector prints all information on an easy-to-read tape. So simple a schoolboy can read it.

Because the UNION Detector views a small area of the wheel hub, both overheated roller and friction bearings as well as dragging brakes are accurately detected. Interference from snow, dust and flying ballast is minimized because scanners are mounted at right angles to the track using the shortest possible line of sight. It takes only a single set of scanners to check trains moving in either direction. Trackside information is sent to the office-located printer over any standard communication channel—direct wire, carrier or microwave. Maintenance and inspection are simplified through transistorized circuit design.

The UNION Hot Bearing Detector is another Union Switch & Signal product designed to help make railroads safer and more profitable. Your Union Switch & Signal representative has more details. Call him, or write today.

"Pioneers in Push-Button Science"



UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY —
SWISSVALE, PENNSYLVANIA

NEW YORK . . . PITTSBURGH . . . CHICAGO . . . SAN FRANCISCO

July 10, 1961 • Vol. 151, No. 2

Suppliers see threat in S.1197

The proposed rate-making bill, by denying railroads the right to compete, would have a serious effect on the supply industry, warns RPI p. 9

PRR stores fuel to trim costs

A just-completed \$2,700,000 program is designed to give the Pennsylvania the capacity to buy and store large amounts of diesel fuel when prices are most favorable p.22

Milwaukee's new coaches give more flexibility

The 40 new bi-level, push-pull commuter cars offer the flexibility and rapid turnaround characteristic of electric multiple-unit train operations p.26

Mechanical officers propose higher payloads

The AAR Mechanical Division, at a "limited" meeting in Chicago, recommended an increase of 5% over the stencilled load limits of all freight cars p.30

New Haven renovates two coaches a week

New life is being injected into the road's passenger-car fleet, despite current financial troubles. Some 100 cars, for example, are being refurbished for \$2,000 a car p.36

'Buy now,' carbuilders advise

Unless freight-car purchases are stepped up, railroads won't be able to meet the needs of a "resurgent national economy," says the American Railway Car Institute p.53

C&O eyes tax gain in B&O affiliation

The ICC has been asked to order New York Central to reduce its B&O stock holdings to permit consolidated C&O-B&O tax returns p.54

Departments

Current Railroad Questions	17
Dividends Declared	40
Freight Carloadings	51
New Equipment	51
New Products Report	49
People in the News	38
Railroading After Hours	44
Railway Market	51
Revenues and Expenses	46
Supply Trade	38
The Action Page	58
Watching Washington	10
You Ought to Know	56

Editorial Staff

● Editorial and Executive Offices New York 7, 30 Church St.	
JAMES G. LYNE, Editor	
ROBERT G. LEWIS, Publisher	
JOE W. KIZZIA, Executive Editor	
Managing Editor.....	Fred C. Miles
News Editor.....	Luther S. Miller
Traffic-Transportation.....	G. C. Hudson
Mechanical	
C. L. Combes	F. N. Houser, Jr.
Signaling & Communications	
Robert W. McKnight	Robert J. Barber
Associate Editors	
Rod Craib	Harry M. Grayson, Jr.
Librarian.....	Edith C. Stone
Editorial Assistant.....	June Meyer

Art Director.....	Russell F. Rypsam
Design and Layout.....	Joel Petrower
Director of Research.....	J. W. Milliken
Production Manager.....	Joseph J. Menkes
Manager, Contract Dept.....	Elsie M. Pritchett
● Chicago 3, 79 West Monroe St.	
Western Editor.....	Gus Welty
Regional News.....	William V. Tulte
Mechanical.....	Norman E. Gillespie
Engineering.....	M. H. Dick
R. E. Dove	E. W. Hodgkins, Jr.
Purchases & Stores.....	Bert Enos, Richard Stahl
Editorial Assistant.....	Wanda Brown
● Washington 4, National Press Bldg.	
Washington Editor.....	Walter J. Taft
● The Hague, Netherlands, Lange Poten 29	
International Editor.....	Gordon Huffines



Railway Age, established in 1856, is indexed by the Business Periodicals Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.
Published weekly by the Simmons-Boardman Publishing Corporation at 440 Boston Post Road, Orange, Conn. Second-class postage paid at the Post Office at Orange, Conn. James G. Lyne, chairman of the board; Arthur J. McGinnis, president and treasurer; Duane C. Salisbury, executive vice president; George Dusenbury, vice president and editorial and promotion director; Robert G. Lewis, Joe W. Kizzia, M. H. Dick, M. J. Figa, vice presidents.

• Costly chemicals such as Polystyrene and Polyethylene deserve maximum protection in transit . . . and get it in covered hopper cars lined with POLYCLUTCH. These cars, built by General American Transportation Corp., are used by the Plastics Division of Koppers Company, Inc., Pittsburgh, Pa.



These new covered hopper cars load fast...unload fast...are economical to maintain...eliminate contamination losses...because they have a modern Polyclutch Lining!

• **Important specifics about Polyclutch:** (1) It's non-toxic, odorless, and tasteless—approved by the U.S. Food and Drug Administration. (2) It's easy, fast and economical to apply . . . provides a uniform, "holiday-free" finish by hot or cold spray. (3) It's tough and flexible—resists damage from impact, abrasion and cleaning. (4) Its hard, non-porous surface prevents clinging, increases

"slip and slide," and makes loading and unloading faster. •• **No matter what you ship in dry bulk**—from sugar to paraformaldehyde powder—a Polyclutch car lining will do the job better. General American finds Polyclutch delivers these advantages. You will, too. Write Pittsburgh Plate Glass Co., Industrial Finishes Division, 1 Gateway Center, Pittsburgh 22, Pa.



PITTSBURGH PAINTS

PAINTS • GLASS • CHEMICALS • BRUSHES • PLASTICS • FIBER GLASS

PITTSBURGH PLATE GLASS COMPANY

IN CANADA: CANADIAN PITTSBURGH INDUSTRIES LIMITED

The Action Page—Green board from the ICC

The Commission's excellent decision in the Plan III and Plan IV piggyback case offers railroads their long-sought opportunity in an important traffic areap.58

Short and Significant

An order for 23 rail diesel cars ...

has been received by the Budd Co. from the Brazilian Federal Railway System. Delivery of the \$4-million order will begin in mid-1962. (See page 51.)

May's net income of \$26 million ...

turned the cumulative 1961 net of Class I railroads from red to black. It overcame the four-month deficit of \$9 million to produce a five-month net of \$17 million.

Fixed charges were not earned ...

by 38 roads in the first five months of this year. Rate of return for the 12 months ended with May averaged only 1.45%.

Nine more railroads have joined ...

REA Leasing Corp.'s piggyback trailer and container pool, bringing total membership to 16. They are: CB&Q; Clinchfield; E-L; LV; MoPac; Reading; Frisco; Seaboard; and Wabash.

A 'full crew' on all robot trains ...

will be demanded by the Transport Workers Union in contract talks with the New York City Transit Authority this fall. NYCTA's first automatic subway train is due in September.

Service at 44 Soo Line stations in Minnesota ...

would be provided by 20 agents under a plan filed with the state regulatory commission. The modified agency plan would save about \$150,000 annually.

Current Statistics

Operating Revenues	
5 mos., 1961	\$3,622,223,954
5 mos., 1960	4,065,456,192
Operating expenses	
5 mos., 1961	2,982,789,099
5 mos., 1960	3,196,180,433
Taxes	
5 mos., 1961	392,280,975
5 mos., 1960	450,431,799
Net railway operating income	
5 mos., 1961	86,601,151
5 mos., 1960	273,539,570
Net income estimated	
5 mos., 1961	17,000,000
5 mos., 1960	195,030,003
Carloadings revenue freight	
25 wks., 1961	13,058,189
25 wks., 1960	15,141,897
Freight cars on order	
June 1, 1961	13,964
June 1, 1960	36,106
Freight cars delivered	
5 mos., 1961	15,640
5 mos., 1960	25,360

Advertising Sales Department

Duane C. Salisbury—director of sales
New York 7, N. Y., 30 Church St.,
WOrth 4-3060

J. S. Vreeland—vice president;
F. T. Baker—district manager;
J. C. Lyddy—district manager

Chicago 3, Ill., 79 W. Monroe St.,
RAndolph 6-0794
J. R. Thompson—vice president;
K. F. Sheeran
Hale Carey

Cleveland 15, Ohio, 1501 Euclid Ave.,
MAin 1-4455
H. H. Melville—vice president
C. J. Fisher—district manager

Pittsburgh 19, Pa., Suite 203, Carlton House
GRant 1-8186
C. J. Fisher—regional vice president

Atlanta 9, Ga., 22 Eighth St., N. E.,
TRinity 2-6720—J. S. Crane

Dallas 19, Tex., 3915 Lemmon Ave.,
LAkeside 1-2322—Joseph Sanders

Los Angeles 17, Cal., 1151 W. 6th St.,
HUNtley 2-4000
Fred Klaner, Jr.

San Francisco 11, Cal., 916 Kearney St.,
GARfield 1-7004
Lewis A. Vogler

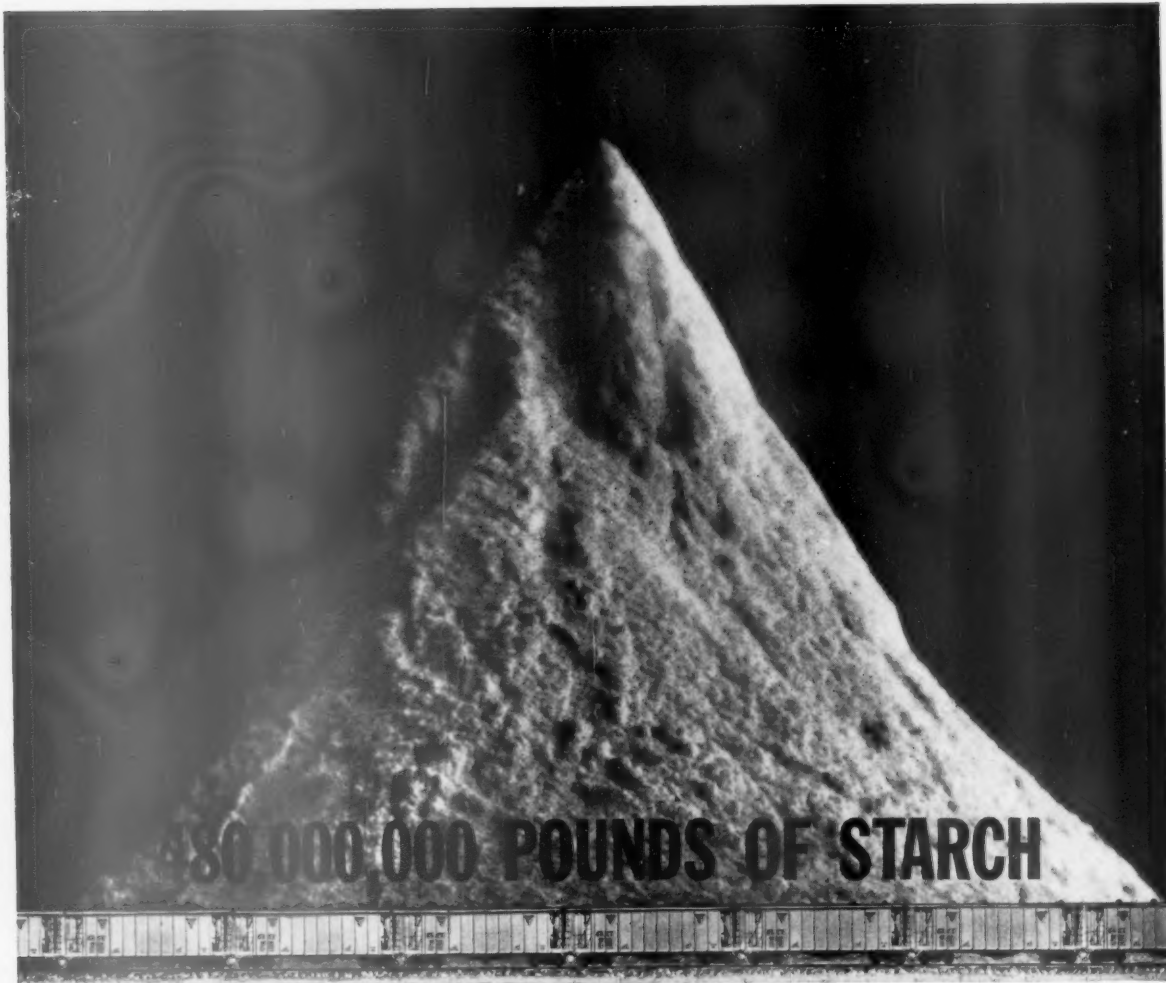
Portland 5, Ore., Terminal Sales Bldg.,
CApitol 7-4993
Peter W. Klaner

London S. W. 1, England
THafalgar 6318
67/68 Jermyn St., St. James's
Max F. Holsinger

Dusseldorf, Germany
Huttenstrasse 17, am
Ernst-Reuter-Platz
Max F. Holsinger

Railroad employees' subscription rate: In U. S. possessions, Canada and Mexico, \$4 one year, \$6 two years, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, \$10 a year. In other countries, \$15 a year. Single copies 60¢ except special issues. Address all subscriptions, changes of address and correspondence concerning them to: Subscription Dept., Railway Age, Emmett St., Bristol, Conn.
Change of address should reach us three weeks in advance of next issue date. Send old address with new, enclosing, if possible, your address label. Post Office will not forward copies unless you provide extra postage.
Circulation Dept.: W. A. Cabbage, Circulation Manager, 30 Church St., New York 7, N. Y.
POSTMASTER—SEND FORM 3579 to EMMETT ST., BRISTOL, CONN.

Printed at the Wilson H. Lee Co., Orange, Conn.



Many producers of starch are familiar with the economies possible when Airslide Cars are used for bulk shipment. 200 of these cars are shuttling back and forth across the country hauling nothing but starch. In this Airslide fleet, 480,000,000 pounds of starch will ride *first class* this year. Shippers who use Airslide cars know that their product completes the journey at much less cost than in con-

**WILL
RIDE IN
AIRSLIDE®
CARS
THIS YEAR**

tainers, and that it is protected all the way against contamination of any kind. They know that the exclusive patented Airslide prevents bridging or packing and allows unloading into any conveying system.

If you make starch—or any granular or powdered product that tends to bridge or pack in bulk shipment—let us test it for you. The savings will convince you.

Airslide® and Dry-Flo® Car Division

GENERAL AMERICAN TRANSPORTATION CORPORATION

135 South LaSalle Street • Chicago 3, Illinois



Offices in principal cities

Suppliers See Threat in S.1197

► **The Story at a Glance:** Railroad prosperity—or the lack thereof—has a tremendous impact upon the economy of the nation generally and “helping the railroads to attain some fair degree of prosperity is good, not just for the railroads, but for almost every form of business and human activity in almost every state and city in the nation.”

With that flat declaration as a starter, the Railway Progress Institute this week is filing with the Senate Committee on Commerce a strong plea for rejection of S. 1197 and, consequently, re-affirmation of the rate-making rule of the Transportation Act of 1958.

Consideration of S. 1197 is an either-or proposition that involves far more than just the revision of a rate-making rule, in RPI's view.

J. W. Scallan, chairman of RPI and president of Pullman-Standard, declared that, if Congress approves the S. 1197 principle, “you will inevitably thwart the hope that the railroads, by reducing their rates, can recover some of the traffic they have lost to competing forms of transport (including private carriage), improve their financial position and, as a result, purchase at least some of the equipment, facilities and supplies they want to keep abreast of the needs of commerce in this country and to be prepared for any national emergency that may arise.”

On the other hand, he noted in a statement scheduled to be filed July 10 with the Senate Committee on Commerce, “if you decide to stick to the rate-making rule as stated in the Transportation Act of 1958 . . . you will encourage the railroads to step up their purchases to the higher levels of the post-war years. . . . This, we sincerely believe, will put more men back to work in our widespread industry and stimulate local trade and commerce in all of the industrial areas [where rail suppliers operate]. And this kind of stimulation will not cost the taxpayers of America a single penny.”

RPI's presentation stressed two major points: the decline in railroad purchasing power over the past three years; and its effect on hundreds of industrial centers all over the nation.

Mr. Scallan proved his first point with a simple bar chart—showing graphically how railroad purchases

slumped from more than \$3 billion in 1956 and 1957 to less than \$2 billion in 1958. Slight increases were recorded in '59 and '60—but, he pointed out, returns from first-half 1961 indicate another sharp downturn in expenditures. Over the first six months, spending for equipment was off 30%; expenditures for roadway and structures declined by almost 16%. Estimates for the full year, Mr. Scallan warned, “indicate that capital expenditures of the Class I railroads may be 39.4% below last year's figure—a drop of almost \$362 million in this item alone.”

Unless business picks up quickly “and the railroads start ordering right and left,” he declared, “it looks like another slim year for the railway equipment and supply industry. . . . When railway orders are reduced or postponed, plants such as we operate are forced to lay off workers and curtail expenses in every way we can. When workers are laid off and production facilities are mothballed in any industrial community, local retail and wholesale trade are adversely affected and the fires of recession are fueled.”

Such adverse effects, Mr. Scallan emphasized, are felt coast to coast and from Canada to the Gulf of Mexico—

a map prepared by RPI shows 914 separate rail equipment and supply production facilities in 468 cities, and the list is not complete. Among the major points: Chicago, 125 plants; New York City and northern New Jersey, 76; Pittsburgh, 43; St. Louis-East St. Louis, 29; Cleveland, 21; Kansas City, 19; Los Angeles, 18; northwestern Indiana, 18; Detroit, 17; Buffalo, 16; Philadelphia, 15.

“It is in these important industrial areas that any curtailment of railway purchases hits first,” RPI's chairman noted. Conversely, he said, it's in the same districts “that any increase in their purchases is felt quickly as our plants get busy on railroad orders.”

“I think it is significant that so many of the plants of the railway equipment and supply industry are located in industrial areas where there has been a disturbing amount of unemployment recently,” Mr. Scallan added. “The Bureau of Employment Security of the Department of Labor, in its April 1961 report, lists 17 major cities in the continental United States as having ‘substantial and persistent labor surplus.’ Our industry has plants and production facilities in 11 of these 17 cities. I am sure that

(Continued on page 52)

Drought, Grasshoppers Menace Crops

Nature isn't cooperating with the farmers in the upper Midwest—and grain crops are suffering as a result. Railroad crop reports show concern over continued drought conditions—and, more specifically, over “threatening-to-severe” grasshopper infestations in several states.

One road said the drought has brought reports of “irreparable damage” to crops from the foothills of the Rockies east through North Dakota. The grasshopper invasion “now constitutes an additional plague. . . . The general drought has contributed to this scourge, which is most severe in legume meadows, soil bank fields and native sod areas.”

Meanwhile, the drought itself has caused 51 counties in North Dakota to be declared disaster areas by the U. S. Department of Agriculture and similar classifications have been made or are pending for a number of counties in Montana and Minnesota.

As for the grasshopper menace: “The situation is said to be critical and threatening-to-severe infestations are reported in nearly every county in North Dakota and in 17 eastern Montana counties. . . . Control measures are underway.”

NH Denied New Federal Loan

The New Haven won't get a loan from the federal government under the Defense Production Act, and seemed last week to be headed for financial reorganization—either under Section 77 of the Bankruptcy Act or in a receivership proceeding. The federal government's adverse decision was announced at the White House on July 6.

The announcement came in a letter wherein Director Frank B. Ellis of the Office of Civil and Defense Mobilization advised Secretary of the Treasury Dillon that he was unable to certify the loan sought by New Haven as essential under terms of the Defense Production Act. The letter was made public by President Kennedy's press secretary, Pierre Salinger.

The NH appeal was for a loan of \$5.5 million under Section 302 of the Defense Production Act. That section provides that "in order to expedite production and deliveries or services to aid in carrying out government contracts for the procurement of materials or the performance of services for the national defense, the President may make provision for loans . . . to private business enterprises . . . for the expansion of capacity, the development of technological processes, or the produc-

tion of essential materials . . ." The basis of Mr. Ellis' adverse recommendation to Secretary Dillon was set out in his letter as follows:

"Since the applicant does not propose to engage in the development of processes or the production of materials, the only basis which the Congress has here provided for a loan to the applicant is that such loan be 'for the expansion of capacity' to perform transportation services needed in the national defense. The application makes clear that the proposed loan would be used to pay existing obligations and maintain existing capacity. No expansion is proposed. Whether expansion of the applicant's transportation capacity would serve the national defense is not presented for determination."

The letter also said that Mr. Ellis had considered views of the ICC and the Department of Defense. Mr. Salinger explained that those agencies did not comment on NH's eligibility for a loan—they said only that its continued operation was essential to the national defense.

The President's press secretary said he was informed that there was no other way at present in which NH could get a loan from the federal gov-

ernment. Asked if Director Ellis' recommendation would prevent the President from arranging for a government loan to NH, Mr. Salinger said it would, it being the President's view that he is bound by the recommendation.

Mr. Salinger went on to emphasize that immediate curtailment of NH service would not result. He noted that service abandonments must be cleared with the ICC and he was aware of no pending NH notice or application in that connection.

With Mr. Salinger was another member of the President's staff — Myer Feldman, who has been handling the NH matter at the White House. He, too, said the present development "has nothing to do with continuance of NH service," adding that the President is "anxious" to have NH continue its present service.

It was Mr. Feldman who suggested that NH now seems headed for financial reorganization. He indicated that NH President George Alpert had implied that a Section 77 proceeding would come if the loan was denied. Asked why President Kennedy had got into the case, Mr. Feldman replied that the President wanted prompt action one way or the other.

WATCHING WASHINGTON WITH WALTER TAFT

• **PASSENGER SERVICE DEFICITS** last year absorbed more than half of the freight-service net railway operating incomes of 13 companies on the ICC's list of "37 selected large railroads." Among them was the North Western whose passenger-service deficit put it in the red. It amounted to \$10,332,000 while the road's freight-service net amounted only to \$9,069,000.

THE OTHER 12 ROADS in the above-50%-absorption group had ratios of passenger deficits to freight nets ranging from Texas & Pacific's 50.9 to Pennsylvania's 87.36. Among important passenger carriers not on the list are the New Haven and Long Island.

ONLY TWO ROADS on the list reported 1960 passenger services in the black. They were the Cotton Belt which made \$70,207 and the Clinchfield which made \$1,000. The other 35 roads had 1960 passenger-service operating ratios ranging from New York Central's 103 to Duluth, Missabe & Iron Range's 1083.28. Second highest was PRR's 331.64.

• **DINER DOLLARS** are becoming cheaper. They cost 3.7 cents less in 1960 than in 1959. That's the way the ICC's Bureau of Transport Economics and Statistics figures it on the basis of latest available data.

IN OTHER WORDS, the ratio of diner and buffet expenses to revenues from those services was down from 1959's 146.7 to 143 last year. The expense figures do not include costs of hauling and maintaining diners, or overhead. On that basis, the aggregate diner and buffet service loss of the Class I roads amounted to \$21,958,000 last year, down \$2.1 million from 1959's deficit of \$24,165,000.

OF THE 20 ROADS with annual diner and buffet expenses in excess of \$1,000,000, only the New Haven is making money on the services. In both 1960 and 1959 its diner ratio was 93.7. Last year its diner services grossed \$2,079,000 and cost \$1,949,000 for a net of \$130,000.

**KEEP YOUR CARS ROLLING
AND COOL
WITH**

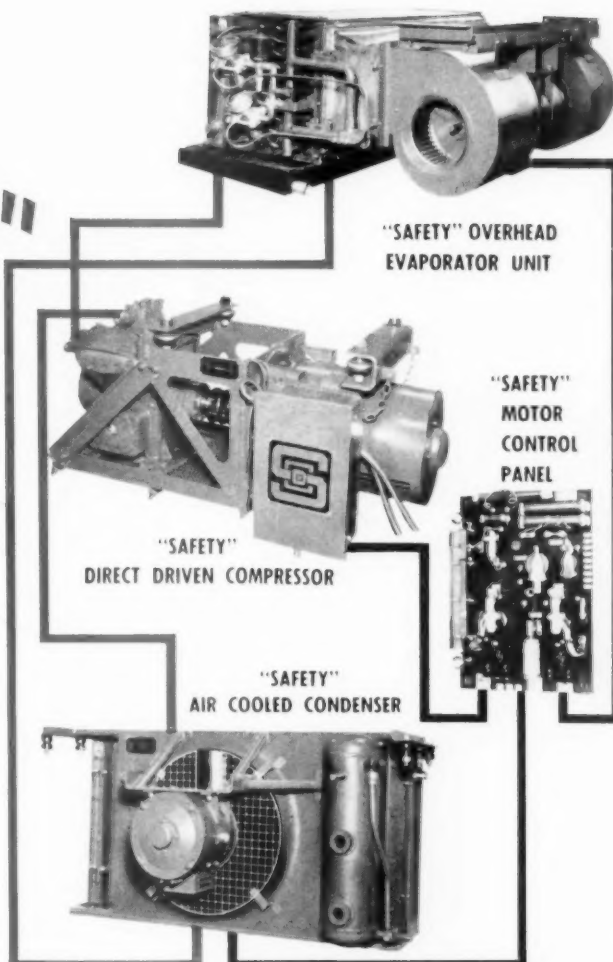
"SAFETY"

**AIR-
CONDITIONING
SYSTEMS**

"SAFETY" insures your railroad that our equipment will supply you with adequate and dependable air-conditioning in every car installation... under all weather conditions. Included in every "SAFETY" air-conditioning system are:

- ▶ direct driven compressor
- ▶ evaporative or air-cooled condenser
- ▶ overhead evaporator unit
- ▶ motor control panel

No air-conditioning system can perform more efficiently and dependably than its motor and its related controls. We design our "SAFETY" Air-Conditioning Motors expressly for use on the nation's railroads. This insures greatest possible dependability... with economical low-wattage consumption (unlike equipment designed for general commercial use).



"SAFETY" Control Panels are compact, simplified. They start the compressor motor and they keep it running efficiently... and dependably! You'll be safe with "SAFETY"! In addition to standard Air-Conditioning equipment, "SAFETY" has a complete line of component and package-type air conditioners designed for special types of cars and conditions. May we send you further information? No obligation on your part, of course.



Safety

ELECTRICAL EQUIPMENT CORP.

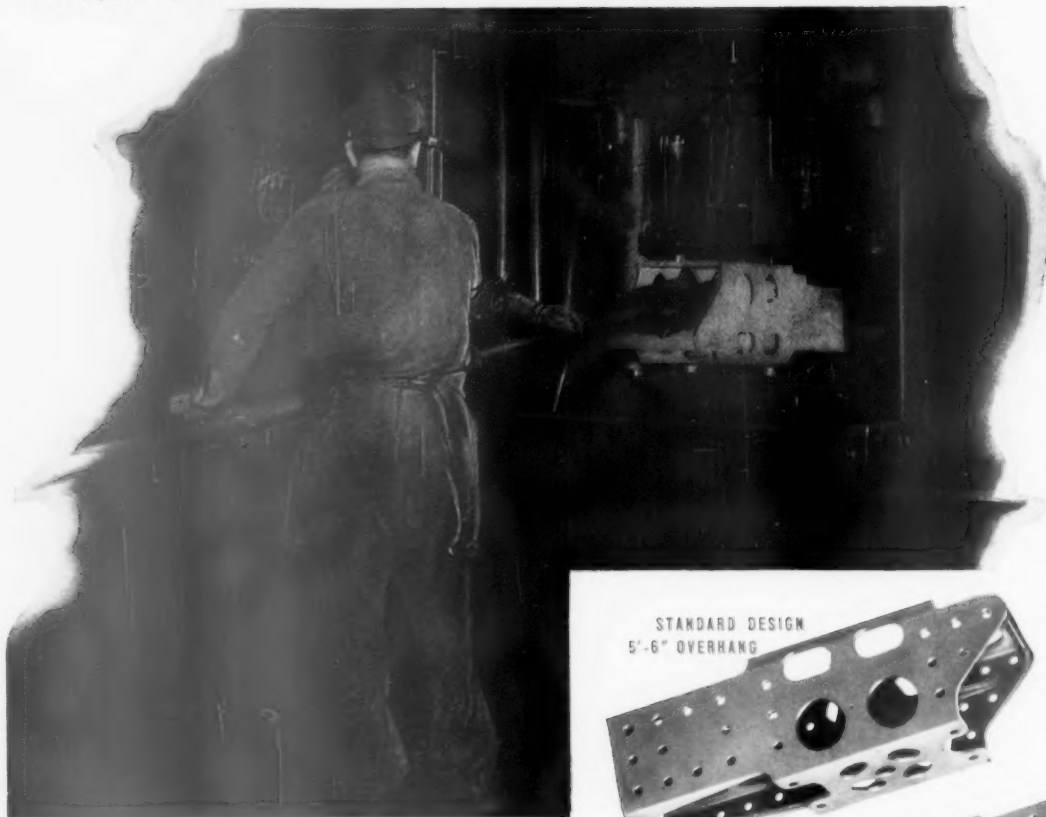
FORMERLY ELECTRICAL DIVISION OF SAFETY INDUSTRIES, INC.

NEW YORK • CHICAGO • PHILADELPHIA • RICHMOND • ST. LOUIS • SAN FRANCISCO • NEW HAVEN • MONTREAL

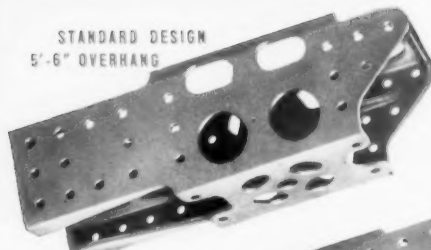
Factory and Offices: 1187 DIXWELL AVE., NEW HAVEN 14, CONN.

"SAFETY" PRODUCTS INCLUDE: Air-Conditioning Equipment • Genemotors • Generators • Fans • Regulators • Blower Units
Switchboards • Motors • Motor Alternators • Dynamotors • Motor Generators • Dual Voltage MG Sets

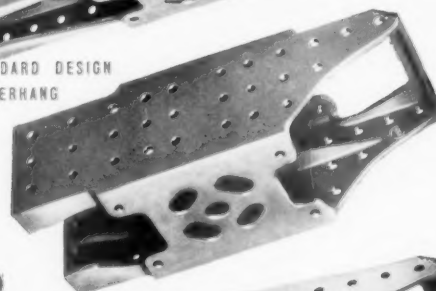
Check the **ECONOMICAL ADVANTAGES!**



STANDARD DESIGN
5'-6" OVERHANG



STANDARD DESIGN
5'-0" OVERHANG



INTEGRAL CAST BODY CENTER PLATE
(EITHER DESIGN)



Buckeye

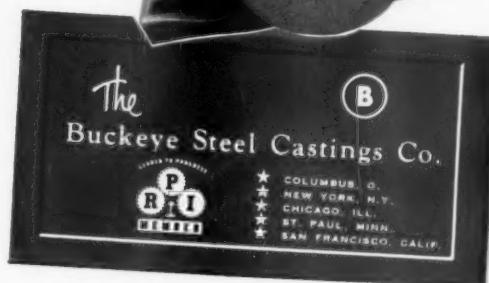
**HOT DIE PRESSED
BOLSTER CENTER FILLERS**

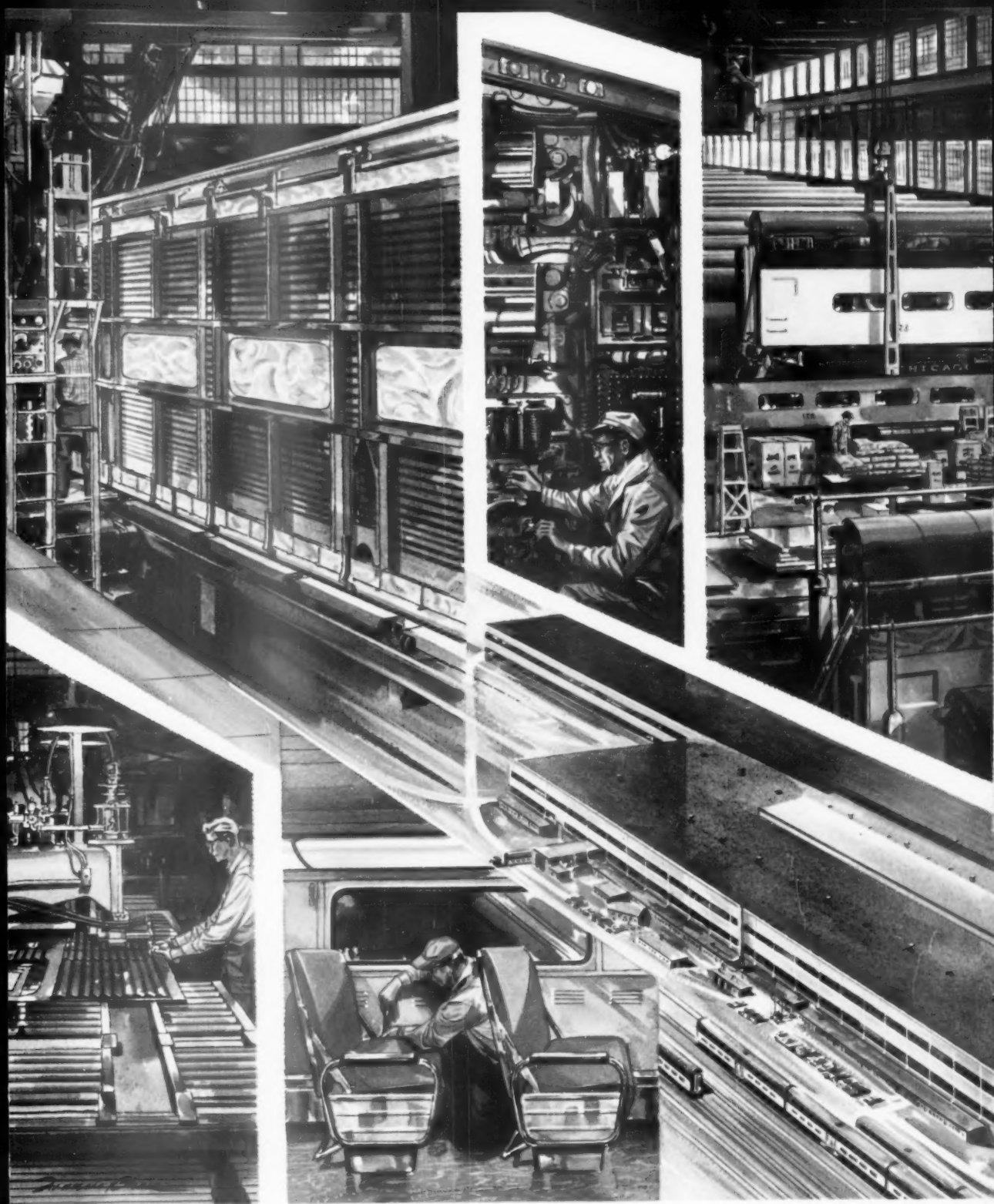
One or Two Piece Design . . For Riveted or Slot Welded Application

- ✓ NO MACHINING REQUIRED
- ✓ CLOSE TOLERANCES
- ✓ MINIMUM WEIGHT
- ✓ MAXIMUM STRENGTH
- ✓ ALL FIT SURFACES SQUARE
- ✓ ALL RIVET HOLES DRILLED

FOR COMPLETE INFORMATION
ON STANDARD OR SPECIAL DESIGNS . . CALL or WRITE

Refer Adv. No. 11871

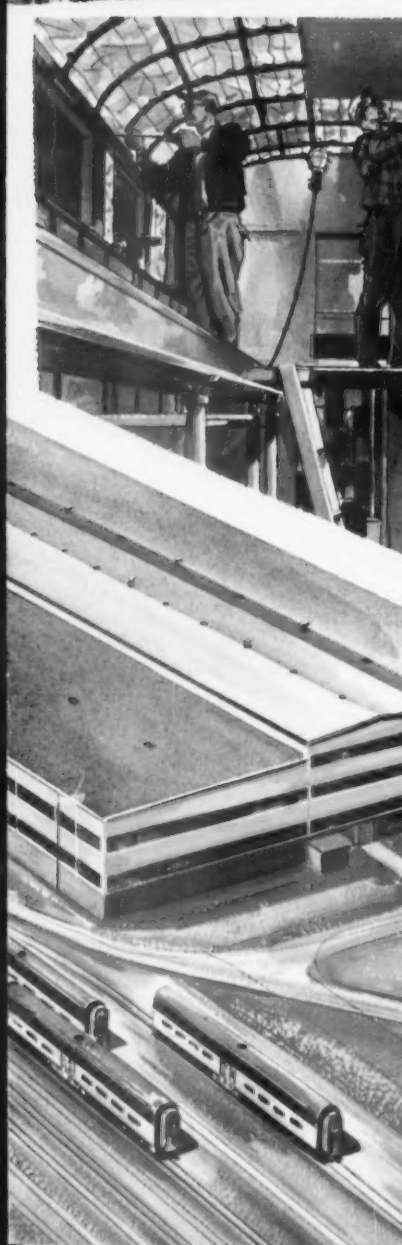
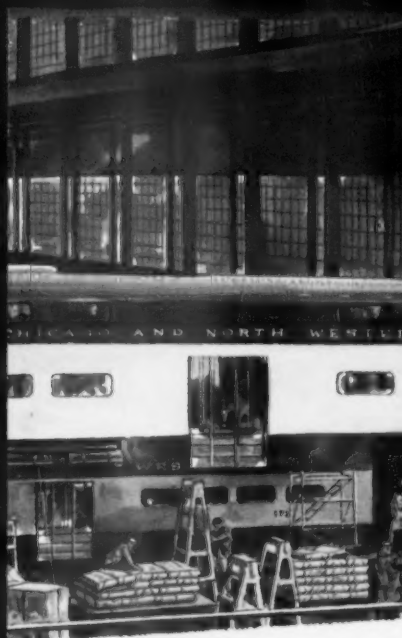




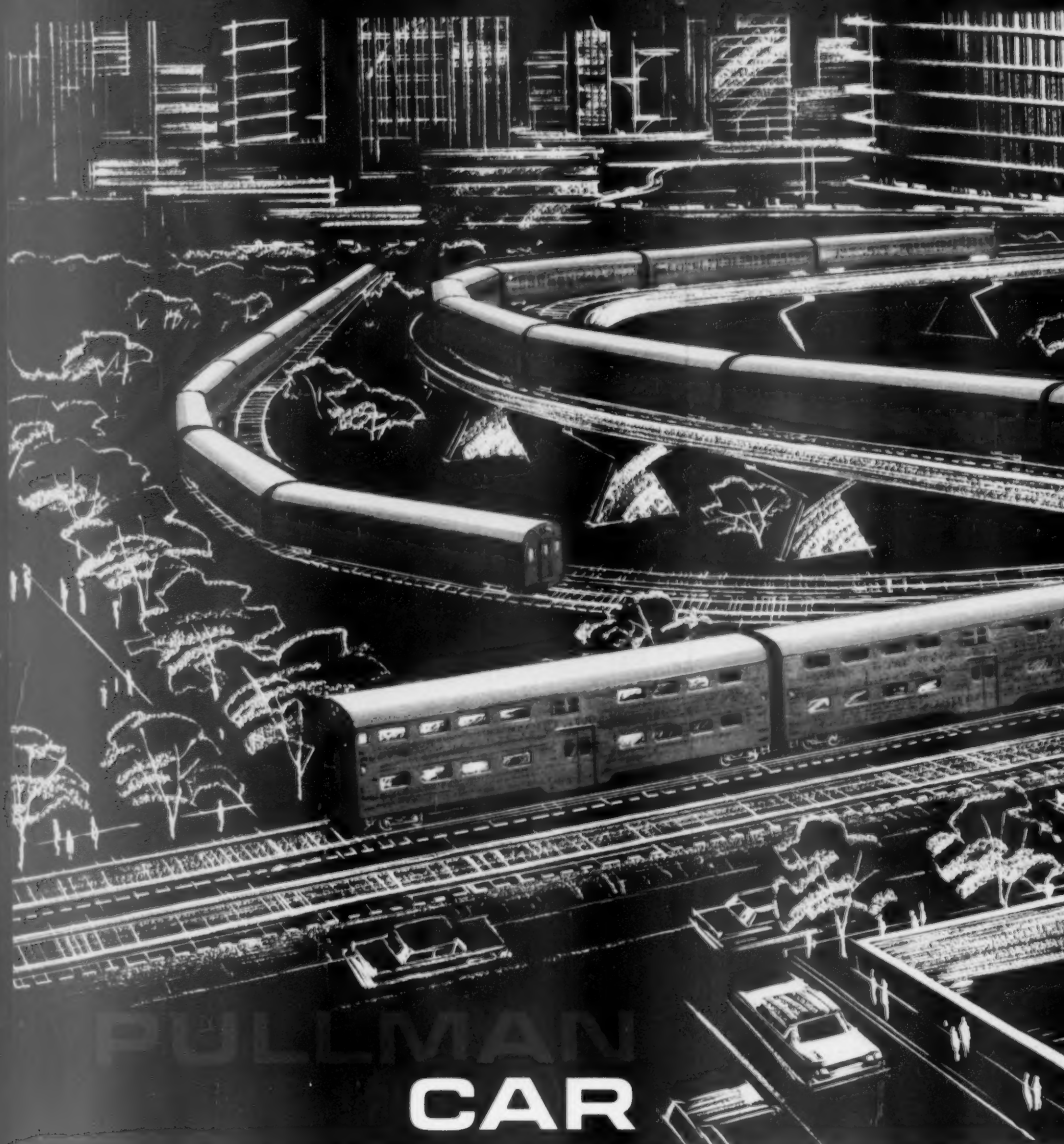
P-S

PULLMAN CAR WORKS, CHICAGO, ILLINOIS

At this Pullman-Standard plant, mass transportation equipment and diversified manufacture for general industry are the principal products. The highly diversified capabilities of the Pullman Car Works are evidenced by the broad variety of items produced there. A shared characteristic is the meticulous skill and craftsmanship with which they are built. This craftsmanship, combined with experience, research, design, engineering and modern production techniques, has earned Pullman-Standard a reputation for quality and versatility in design and manufacturing for transportation, defense and general industry.

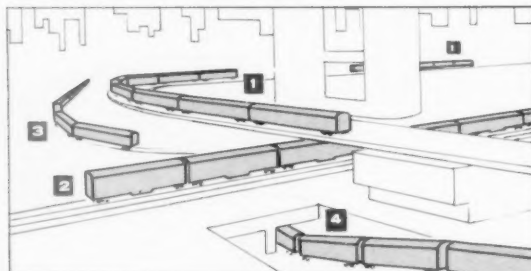






PULLMAN CAR WORKS

where versatility joins craftsmanship to fill

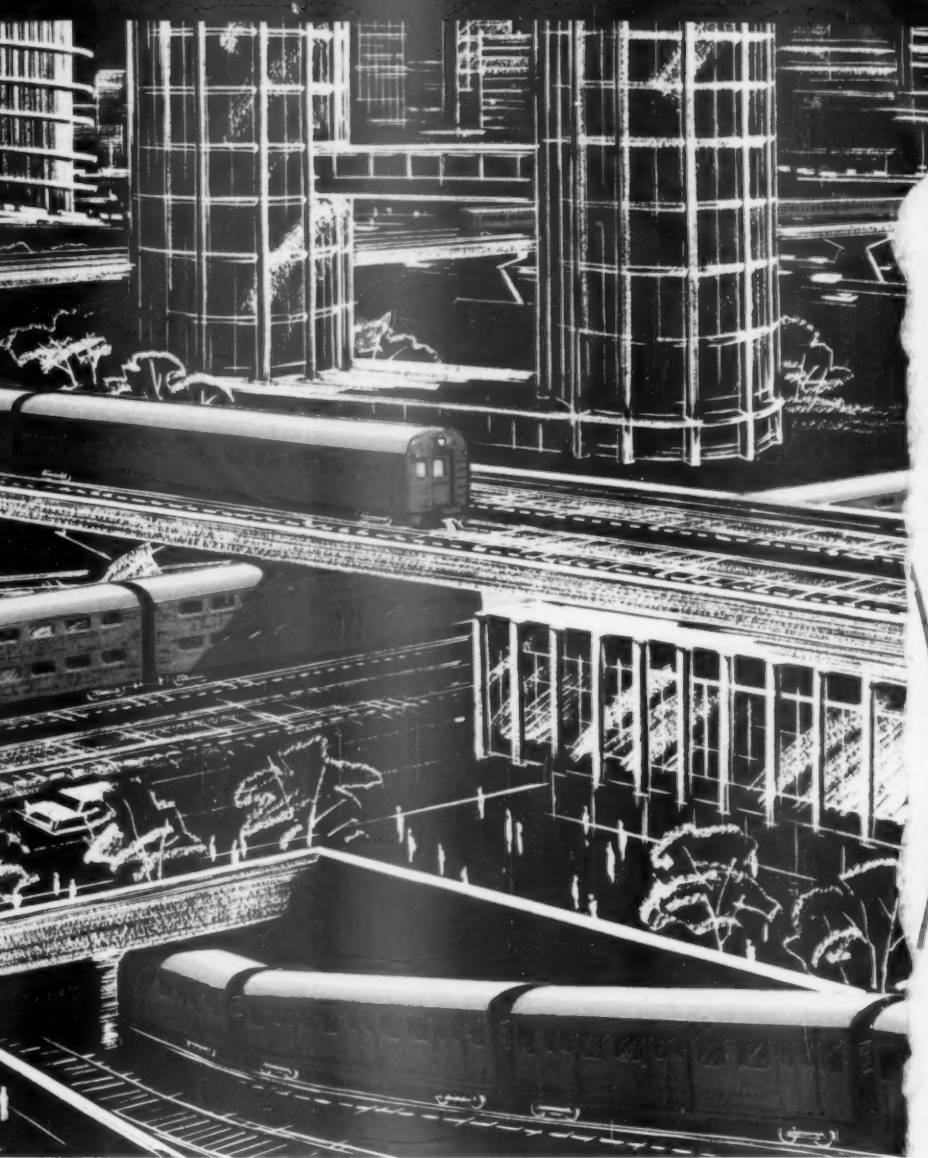


Modern mass transportation equipment . . . available now from Pullman-Standard in aluminum, stainless or high-tensile, low alloy steel construction.

1. **MULTIPLE UNIT** passenger coaches . . . electrified urban and suburban service.
2. **BI-LEVEL**, bi-directional, diesel energized commuter train with cab car and trailer cars.
3. **SINGLE-LEVEL**, diesel energized commuter equipment . . . cab car and trailer cars.
4. **ELEVATED, SUBWAY and SURFACE** multiple unit rapid transit equipment . . . both propulsion and trailing cars in 55 and 75 foot car lengths.

To handle the population explosion, transportation experts in major metropolitan areas are becoming increasingly aware that suburban development. Modern transportation systems offer the most and most inexpensive means to solve

All that is required is thorough planning, problem, and encouragement: the operators will supply the initiative. Pullman can provide the kinds of rail equipment that mass transportation equipment suppliers



Meet the mass transportation needs of the future

on. The city planners and metropolitan centers are that growing traffic congestion, well-planned, mass transit is the obvious opportunity to surmount this problem. Through appreciation of the need for the mass transportation alternative. Pullman-Standard equipment, typified by the design shown here, that will

make economical, convenient, mass movement of passengers a practical and profitable reality.

No matter what the mass transportation situation, Pullman-Standard, the world's largest car builder, has the experience, the engineering ability and the production know-how to supply the proper rail equipment to meet any particular transit requirement.

For new ideas in mass transportation look to Pullman-Standard. P-S transportation experts are ready to show you the latest plans and designs for present and future mass transportation equipment. Call us today for a discussion of your needs.

PULLMAN-STANDARD

A DIVISION OF PULLMAN INCORPORATED

THE WORLD'S LARGEST CARBUILDER

200 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS
BIRMINGHAM • PITTSBURGH • NEW YORK
C. FENNELLY CO., SAN FRANCISCO REPRESENTATIVE

More Sales Promotion Aids?

This department, in a recent issue (RA, June 12, p. 15) raised the question "Why Not More Sales Promotion Aids?" Our correspondent, a railroad station agent, asked why there is not more sales material available to help promote rail traffic. Are there sales talks, he asked, that railroad men who are not directly employed in sales or traffic departments could memorize for use when the occasional opportunity they have to assist in a sale arises?

Here are replies from three readers—two of them railroaders, and one a railroad supplier. Let's hear from other readers who have had experience with this problem. What general sales methods are particularly suitable for railroad use?

Who Is Getting Traffic?

To the Question and Answer Editor:

Your communication under the heading "Why not more sales promotion aids?" [RA, June 12, p. 15], comes from a railroad station agent who has studied sales courses and read many salesmanship books. Apparently no application has been made of what he gleaned from these courses. All he would have to use is the basic principles of salesmanship.

Has he tried to find out what is going on around him, who is handling the traffic of his particular town, and why? If he pursues this a little further he can develop what is being charged to move the traffic. A railroad station agent comes in contact with the public, usually on a very personal basis. All he has to do is apply himself and ask who is handling freight and why—is it for service reasons, rates, loss and damage, or any other reason?—and then endeavor to discover what can be done to regain this tonnage for his railroad.

Basically he has to ask:

- Who is handling the business?
- Why?
- What can I do to help to recover this?
- Handle with management for better service?
- Handle with management for cheaper rates?
- Handle with management to prevent loss and damage?
- Handle with management for special equipment?

Perhaps a plant is not shipping to certain areas. The agent should then

ask what can he do to assist this firm in putting its products in his railroad's trade area, where benefits can be derived by both parties.

I cannot agree with him regarding the point that many traffic men are weak salesmen. There are some, but today a sales representative for transportation must have considerable knowledge and training. The matter of seniority is fast disappearing!

For anyone to endeavor to sell, whether it be railroad services or any materials, he himself must be a self-starter and eager to progress his efforts to be a salesman; he must apply himself.—George J. Schmidt, district sales manager, Missouri Pacific.

What Must Agent Know?

To the Question and Answer Editor:

In answer to the station agent's question, "Why not more sales promotion aids?" [RA, June 12, p. 15]:

It would be interesting to read sales talks that could be memorized and used by rail employees to secure business, [but] if canned speeches were the answer, another electronic brain could be employed [instead of an agent].

Salesmanship in transportation is based on knowledge of your company and your customer.

An agent must know his transit times, equipment, routings, gateways and officials upon whom to rely for specific information. He must know his customers, his product, raw materials, equipment needs, switching problems, rates and routes in a general sense.

Transportation cannot be sold by high pressure nor canned speeches. You must warrant a customer's business by moving his goods to suit his needs and assist in rates and routings, tracing, claims and any problem that confronts him.

Salesmanship books would be fine and should give one many points. Since we are not selling a product but selling service, I would recommend College of Advanced Traffic's four volumes on transportation and traffic management, "Industrial Traffic Management," by Morton, and "Practical Handbook of Industrial Traffic Management," by Colton and Ward. . . . These will also furnish a ready reference for many questions that arise in securing business.

A customer's margin of profit today is very dependent on transportation. . .

Any agent interested in the welfare

A forum for railroaders who want to explore questions of importance to their industry, this department welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay \$10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N. Y.

of his customers will see his station prosper. His attitudes must be reflected by his switch crews and clerks. Never overlook the power of courtesy on the telephone.—R. E. Rager, freight agent, New York Central.

How Can Public Be Reached?

To the Question and Answer Editor:

Referring to the question "Why not more sales promotion aids?" [RA, June 12, p. 15], I would suggest the following:

- Stencil on every freight car some slogan promoting railroads, such as "Ship by Rail and be SURE," "We pay our own way," "This car reserved for your shipments," "You never pass a freight car on a busy highway," "There are no public subsidies for railroads" and many other types of messages that through repetitive viewing will implant on the traveling public the advantages of shipping by rail. . . .

- Have the traffic salesman bird-dog a company using trucks or barges, determine where the shipments are going, and then, with the facts, make an intelligent presentation to the shipper as to how railroads can serve him better.

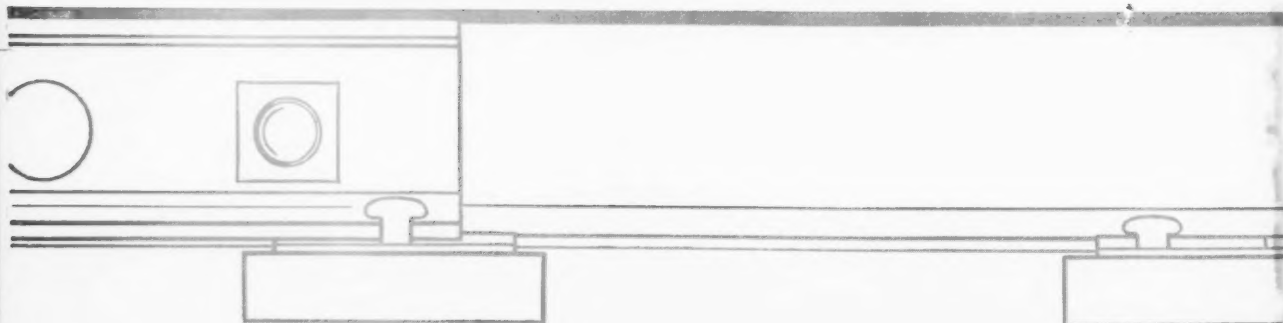
- Have each traffic salesman dictate and sign a letter promoting some phase of his service to those accounts that he is not selling at least every month.

- Put signs in all stations (and any railroad property that the public would see), showing differences between railroad freight charges on a given product (each area would be different, depending on the products manufactured or crops grown) with rates of the competition, and stress that railroads pay their own way without any subsidies of public taxpayers' money.—Robert E. Mann, president, Modern Supply Company.



STOP HOTBOX DELAYS

**that result from
Incorrect Lubrication**



USE SINCO[®] CAR OIL Premium Grade from SINCLAIR

Compounded from natural high quality 100 plus V.I. oils, Sinco Car Oil gives you these advantages:

- ★ All-weather protection – will not congeal in cold weather, nor thin out in heat.
- ★ More rapid flow through waste or pad – provides instant lubrication.
- ★ Anti-rust and oxidation-inhibited.

For additional information, write or call Sinclair Refining Company, Railway Sales, 600 Fifth Avenue, New York 20, N. Y.
New York • Chicago • St. Louis • Houston

Sinclair

Railroad
Lubricants





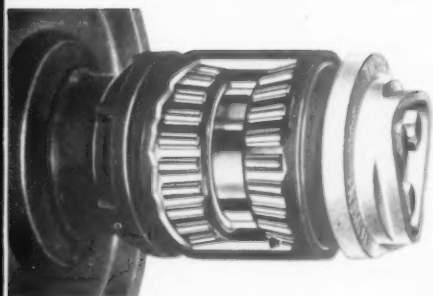
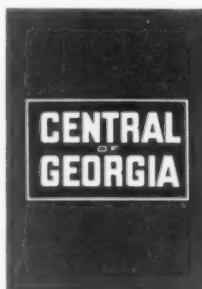
67 Railroads declare cold war on the hot box

67 railroads are spearheading the switch that's routing the hot box problem. They're going "Roller Freight"—solving the problem by eliminating the cause. The 67 railroads and 38 other freight car owners now have over 77,000 cars on Timken® tapered roller bearings in service or on order. Two out of three new cars ordered in 1960 were on roller bearings. And leading the way are Timken tapered roller bearings, the railroad bearing of proved performance.

With cars on Timken tapered roller bearings, freight trains can roll at high speeds, stick to schedules, give shippers better service than ever. Cars on Timken bearings are averaging more than a hundred million miles between car setouts caused by overheated bearings. That's because Timken bearings roll the load instead of sliding it.

Now's the time to make the switch. When all freight is "Roller Freight" the railroads will save an estimated \$288,000,000 annually in operating and maintenance costs—about \$144 per car—based on the Timken Company study, "The Use of Roller Bearings on Freight Cars—An Economic Study". And they'll be in a position to win more business with the best service ever. Write for information. The Timken Roller Bearing Company, Canton 6, Ohio.





heavy duty
TIMKEN
tapered roller bearings





CHICAGO BULK PLANT (above) was first of five on PRR. The new storage facilities cost \$2.7 million.

PRR Stores Fuel to Trim Costs

The Pennsylvania is moving ahead with a program to slash the costs of its diesel fuel. The road has completed a \$2,700,000 construction program during which it installed fuel storage and distribution facilities at four important locations—Philadelphia, Pittsburgh, Cincinnati, and East St. Louis, Ill.

The program is designed to provide capacity sufficient for the railroad to purchase and store large amounts of

diesel fuel at times when prices are most favorable. An average lower cost of only \$0.0001 per gallon can save the Pennsylvania \$25,000 annually. The PRR uses nearly 250 million gallons of diesel fuel a year.

Diesel fuel costs fluctuate particularly in cold-weather months when home heating needs compete for available oil supplies. G. E. Hargreaves, fuel purchasing agent of the PRR, says diesel

fuel prices can vary as much as 2¢ per gallon during the winter.

The three new storage tanks at Philadelphia have a combined capacity of 18 million gallons; the three tanks at Pittsburgh (Conway yard) hold 10 million gallons; the four tanks at Cincinnati hold 15 million gallons; and the two tanks at East St. Louis hold 8 million gallons.

The Pennsylvania undertook a small-scale storage program at Chicago in 1952. Two tanks, with combined capacity of almost 4½ million gallons, were placed in service. The carrier soon began to realize important savings from the Chicago facility and made plans for eventual expansion to other cities.

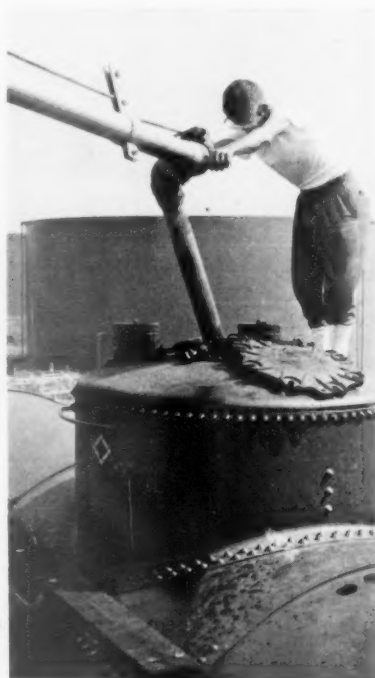
Based on the showing made by the Chicago terminal, the PRR expects to amortize the new investment in storage facilities and realize substantial operating savings "in a relatively short period of time."

From the storage points, the oil can be distributed over wide areas as it is needed. The PRR maintains an extensive distribution network for that purpose, including some 300 leased tank cars, transport trucks and special fueling trucks.

At many consuming points where PRR locomotives are re-fueled, automatic shut-off nozzles on fueling hoses have been installed. The special nozzles reduce spillage and also remove a safety hazard. The nozzles are similar to the devices widely used in gasoline stations. Once the fuel level inside the vehicle tank reaches a predetermined level, the flow of fuel into the tank is stopped automatically by the nozzles.

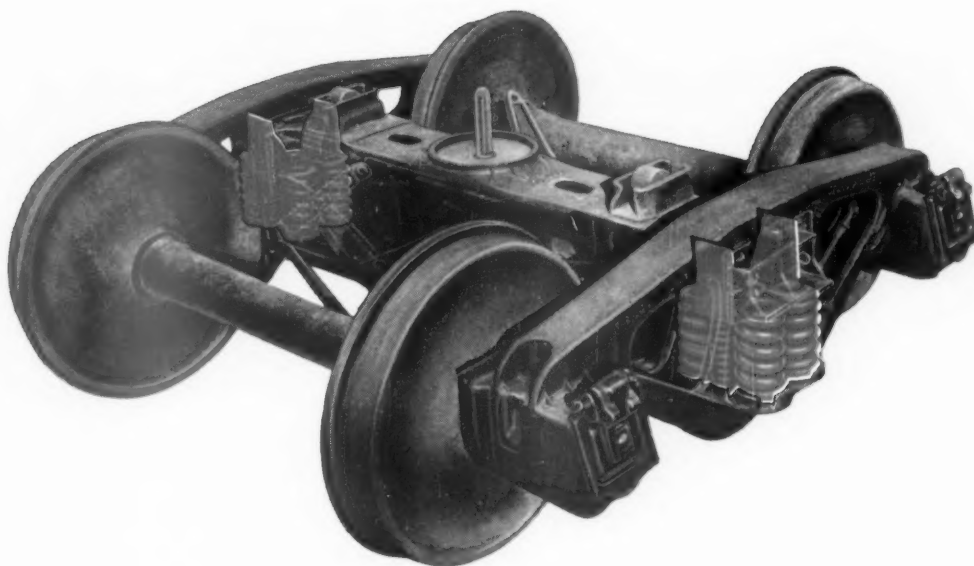


ENGINEER studies blueprints against backdrop of new fuel storage tanks at Cincinnati. Four tanks here have capacity of 15 million gallons.



RAIL CARS are loaded with fuel from storage tanks for distribution to major consuming points. PRR has some 300 cars in this service.

Over a Million BARBER Trucks are in Daily Service— Thousands in Piggybacking



Passenger train speeds
and mileage are taken in stride
by this simple, rugged truck.

Standard
CAR TRUCK COMPANY



Manufacturer of
BARBER Stabilized Trucks and
center sill CUSHION TUBES

332 South Michigan Avenue, Chicago 4, Illinois • Canada: Consolidated Equipment Co., Ltd., Montreal 2

R. E. JOHNSON
PRESIDENT



"When time is of the essence and yet it is necessary to be fully informed, the improved style of RAILWAY AGE is a boon to the busy railroad executive. The choice of editorial content and the manner in which it is presented is highly indicative of a thoughtful approach to the varied problems that face the industry. The magazine thus enhances its importance as a spokesman for the railroads both in its objective reporting and its editorial opinion."

A handwritten signature in cursive script, reading "R. E. Johnson".



Specialist R. J. Deceuster ... keeps Standard Wheel Truing Machines in trim with periodic checks

From Canada to South America, Standard experts like Joe Deceuster with 18 years in the railroad industry take a personal responsibility for a Standard Wheel Truing Machine—responsibility that lasts from manufacture through installation and the life of the equipment.

"Joe" knows each individual machine as if it were his own child. He keeps a

record of its individualities and a history of its performance, and he often recommends preventive maintenance measures to keep this machine in operation.

Truly, there can't be anything square about a wheel. And the Standard Railway Equipment Wheel Truing Machine keeps wheels round and on rails most economically—and dependably.



STANDARD RAILWAY EQUIPMENT
division of STANRAY CORPORATION

HAMMOND, INDIANA • CHICAGO • NEW YORK • SAN FRANCISCO

Milwaukee's

The Milwaukee is now operating the first dozen of the 40 air-conditioned, bi-level commuter coaches ordered from Budd Co. of Philadelphia last year at a cost of \$7,000,000.

Since the modernized, push-pull commuter service was started on its lines north and west out of Chicago on June 19, (RA, June 26, pg. 58), the new equipment has supplanted older-type coaches on 14 daily suburban trains. When all 40 bi-levels are in operation, early in September, they will have replaced 65 older coaches and will be providing modernized commuter travel on about two-thirds of the Milwaukee's extensive Chicago suburban service.

Designed for Fast Turnaround

Push-pull service is designed to give locomotive-powered trains the flexibility and high availability characteristic of electric multiple-unit train operations. Either arrangement permits rapid turnaround and makes it easy to vary the lengths of trains.

The coaches Budd is currently turning out for the Milwaukee include eight 156-passenger cab control cars and 32 162-passenger trailer cars. Each cab control car is equipped with a locomotive-style cab and standard locomotive control station at one end of the gallery, or upper level.

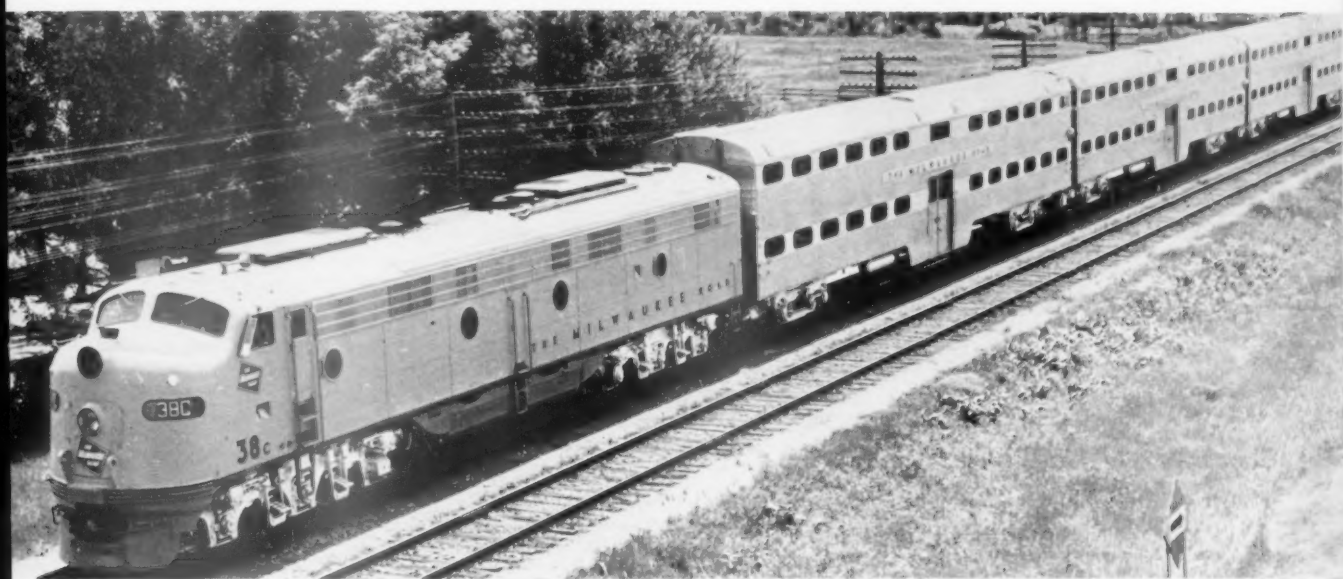
All cab control and trailer cars are equipped with complete electric train lines like those used for controlling multiple-unit diesel locomotives. This makes it possible to transmit necessary control signals from a cab control car at one end of a train through the train to the diesel at the other end.

Standard Milwaukee operation will be to have a cab car on the Chicago, or inbound, end of each of its push-pull trains and a locomotive on the opposite, or outbound, end. Trains may also have intermediate cab cars within their consists. Shorter trains can be made available for non-peak hours by splitting a longer rush-hour train at an intermediate cab unit and leaving unneeded cars in the station.

Trains so equipped will never have to be moved out of Chicago's Union Station to switch the locomotive from one

◀ **BI-LEVEL SEATING** along with colorful interiors, high-intensity illumination and air conditioning are giving the Milwaukee Road's Chicago commuters new comfort.

New Cars Give More Flexibility



LOCOMOTIVE pulls on trips outbound from Chicago; train is controlled from cab in car at far end on inbound runs.

Milwaukee Road suburban territory extends over two routes—one to Elgin, the other to Fox Lake.

end to the other. In addition, the high-capacity cars will reduce the number of car movements in the station and will release considerable trackage now used for suburban train storage.

Complete in September

Production of the current 40-car order, delivery of which started in May, will continue into September. Until the Milwaukee receives all of the 40 bi-level cars, they will be assembled into train sets which can replace existing trains on existing schedules.

The bi-level commuter-car design originated with Budd, which built 30 of these coaches for the Burlington in 1950. Since then, the Chicago & North Western and the Southern Pacific have also acquired bi-level equipment for their commuter operations. The CB&Q and CNW cars operate out of Chicago and the SP uses its cars on San Francisco area commuter runs.

Ready-to-run weight of the new 156-passenger stainless-steel Milwaukee cab car is 106,680 lb. or 685 lb per passenger. Weight of the 162-passenger stainless-steel trailer is 100,740 lb. or 640 lb per passenger.

Both types of cars have a standard Budd stainless-steel center sill extending between bolsters and terminating at each end in an arc-welded, carbon-steel end-underframe unit. Outer ends of each end underframe unit are welded

to the car's end framing. The ends of the integral body bolster are welded to the side sills. Four stainless-steel cross-bearers are also welded to the channel-shaped side sills.

Topping the stainless-steel sub-floor in the passenger compartments are 1/2-in. plywood panels covered with Terraflex vinyl asbestos tile flooring. The sub-floor is sprayed with Flintkote and filled with 3 in. of glass fiber insulation laid between the floor Z members. The tile-covered gallery, or upper level, floors are 1-in. metal-faced plywood supported at the wall by continuous brackets attached to the side posts and at the aisles by longitudinal members extending from the stair wells to the car ends, which also form the passenger railings. The center-car vestibule floors and steps are formed of diamond-pat-

tern stainless plates. Walls and ceiling of this area are also stainless steel. The stainless-steel structure is assembled primarily by the Budd Shotweld process of resistance welding.

The car's structure is designed as a modified plate girder. The sides, used as shear carrying members connecting the roof to the floor, also serve as the chord members. The main portion of the roof consists of corrugated stainless sheets welded to the top flanges of transverse Z-shaped stainless-steel carlines. Sides consist of corrugated and flat stainless-steel sheets welded to the vertical side posts.

Roofs, sides, and ends are insulated with 3-in. of fiber glass, 3/4 lb per cu ft density. Interiors of the passenger compartments are lined with textured-vinyl-covered galvanized carbon steel. End

DIMENSIONS OF NEW MILWAUKEE COACHES

Coupled length, ft.-in.	85 — 0
Distance between truck centers, ft.-in.	59 — 6
Truck wheel base, ft.-in.	11 — 6
Width of car, ft.-in.:	
Inside clear	9 — 3
Over corrugations	9 — 11-1/8
Height, above top of running rail, ft.-in.:	
Car body (max.)	15 — 9-1/2
To vestibule step	1 — 6-3/8
To main floor	3 — 3-13/16
To gallery floor	9 — 1-1/16



RAPID LOADING and unloading are made possible by broad center-entrance vestibules, wide steps, and remotely-controlled sliding side doors.

PARTIAL LIST OF SUPPLIERS

Trucks	LFM Mfg. Co., subsidiary of Rockwell Mfg. Co.
Truck springs	Crucible Steel Co. of America
Truck horizontal wear liner	Gatke
Truck sound-deadening pads	Fabreeka Products
Air brake equipment; truck brakes	Westinghouse Air Brake
Wheel and axle assembly	Standard Steel Works Div., Baldwin-Lima-Hamilton
Hand brake	Ellcon-National
Brake shoes	Railroad Friction Products
Journal bearings	Timken Roller Bearing
Draft gear	Waucho Equipment
Couplers and yokes	National Steel Castings
Equalizers	Canton Drop Forging & Mfg.
Shock absorbers	Monroe Auto Equipment
Locomotive controls	General Motors
Insulation	Johns-Manville
Insulation (spray)—side door entrance	Owens-Corning Fiberglas
pockets and floor	Flintkote
Floor covering	State Flooring
Sliding side sash (operator's station); diaphragms; luggage racks	Adams & Westlake
Coach seats	Heywood-Wakefield
Cab seats	Coach & Car Equipment
Seat covering	United States Rubber
Vinyl-coated steel	United States Steel
Plastic and metal covered plywood doors and interior panels	United States Plywood
Lavatories	Crane
Hoppers and hopper seats	Loeffelholz
Light fixtures	Trans-Lite
Door operators	National Pneumatic
Glass	Libby-Owens-Ford Pittsburgh Plate Glass
Water cooler	Ajax-Consolidated
Air-conditioning equipment	Trane
Heating equipment	Vapor Heating
Filters	Farr
Jumpers and receptacles	Albert & J. M. Anderson Joy Manufacturing
Wire and cable	Anaconda Wire & Cable
Batteries	Electric Storage Battery
Lettering and numbering	Minnesota Mining & Mfg.
Warning lights	Mars Signal Light
Speed indicators	Barco Manufacturing
Sanding control circuits; bell ringers	Prime Manufacturing
Marker light receptacles	Pyle-National
Warning horns	Leslie

walls of the passenger compartments and the wainscoting, or side walls below the windows, on both levels, have an Alberta green vinyl finish. The pier panels between windows and the walls above are beige vinyl. Grouse gray tiles are used for aisle flooring, and Warbler green tiles make up the flooring under the seats.

Windows Have Tinted Glass

Windows, set in tan-colored molded plastic frames mounted in the car structure, are double-glazed units with graduated tinted glass, eliminating the need for shades. Exterior car doors are metal-faced plywood. Interior doors are faced on both sides with stainless steel. All cars have toilets, and the eight cab cars have water coolers.

On the lower level, passenger seats are of the double throwover type, with vinyl-plastic-covered, foam-rubber cushions mounted in chrome-plated tubing frames. The four upper level galleries have one-passenger flip-over seats adjacent to the car center stairways. The remainder of the seating in each gallery consists of longitudinally mounted, spring-loaded, theater-type seats. All seats have green backs and brown cushions.

Air conditioning is provided by a pair of self-contained, electro-mechanical units mounted over the center vestibule. Each passenger compartment is cooled by one of the 8-ton, 2,400-cfm units. Air ducts for the lower level are formed by the raised platforms on which the upper level seats are mounted. Air is delivered to the upper level by a ceiling center duct running from the center vestibule to the end of the car. Branch ducts supply the lower level.

Electric Heating Throughout

There is also a Moduleric heating system, which assures winter comfort. There are separate heating systems for each end of the car. Each consists of controls, a 12-kw overhead electric heater adjacent to the evaporator coil in the air-conditioning unit for heating the circulated air, and floor heat elements totaling 12 kw which provide radiant and convective heat at floor level along the outer sides of the car. All heating is done electrically. A set of three thermostats and a temperature control panel are in each section of the car.

One thermostat controls the heating; one controls the cooling, and the third positions an air-inlet damper. By means of the damper, which provides accurate heat distribution, electric power is conserved. When the temperature in the car is above 65 deg F, the damper is open and 12 kw are made available to the

(Continued on page 39)



RAILROADS ...

save steps...dollars, too...

Crossties of Prestressed Concrete

Crossties of prestressed concrete cut track costs, insure smoother rides, slice maintenance worries to the bone. Made by American Concrete Crosstie Company, Tampa, Florida, and prestressed with Roebling steel strand, concrete ties are spaced a long 30 inches apart...cut number of ties per mile to 2112 compared with 3250 previously required with wooden ties. Cost savings? Over \$250 per track mile, according to the manufacturer.

That's not all! Prestressed concrete ties give trouble-free service over extra-long years of effective life... reduce maintenance worries and costs to an absolute minimum. Lateral and longitudinal stability are materially

increased... a particularly important feature on curves.

These crossties are already giving satisfactory service on sections of track in use by several major U.S. railroads.

Concrete crossties are another fine example of how prestressed concrete cuts costs, insures longer life in a multitude of applications. And when it comes to prestressing, remember... for the finest in prestressing wire and strand, write or call Roebling's Construction Materials Division, Trenton 2, New Jersey.

ROEBLING



Branch Offices in Principal Cities
John A. Roebling's Sons Division
The Colorado Fuel and Iron Corp.

Higher Payloads Proposed by



MECHANICAL DIVISION officers at opening of the "limited business meeting" June 28. Left to right: F. H. Stremmel, secretary; C. B. Rogers, assistant to secretary;

Fred Peronto, executive vice-chairman; J. W. Hawthorne (chief mechanical officer, ACL) chairman, and J. A. Welsch (general superintendent motive power, IC), vice-chairman.

► **The Story at a Glance:** Steps to increase freight car payloads, to assure more reliable freight train operation, and to reduce interline billing costs were taken by the AAR Mechanical Division in Chicago June 28-29, at a "Limited Annual Business Session." This was a meeting of the group's 15-member General Committee and chief mechanical officers of railroads not represented on the Committee. Recommendations are now being submitted by letter ballot to the car-owning AAR member roads and can become effective Jan. 1, 1962.

Increasing the permissible payload of existing freight cars has been under consideration by the General Committees of both the Mechanical and the Operating — Transportation Divisions for some time. After considering the ability of car structures, trucks, and axles to operate satisfactorily under heavier loads, the Mechanical Division has proposed that there be an increase of 5% over the stencilled load limits of all freight cars.

The AAR Research Department reported that the higher loadings could be carried safely by present axles. Consideration has already been given to strengthened axle designs which would make possible loads 10% to 20% higher than present limits, and to imposing penalties for loading existing axles beyond the proposed 5%. No action has been taken to incorporate either of these into the forthcoming letter ballot item.

Action was also taken to ban cast iron wheels under all freight cars ef-

fective Jan. 1, 1968. The Mechanical Division for the past few years has attempted to improve the performance of these chilled iron wheels by imposing more stringent condemning limits and by prohibiting their use under covered hopper cars. None of the actions has proved effective in reducing wheel failures, many of which occur on relatively new wheels. The Division's Committee on Wheels and Axles initially proposed that no more such wheels be manufactured after 1963. The Division's General Committee subsequently expanded this proposal to prohibit their use in interchange after 1967.

The Division's General Committee reviewed the wheel requirements of American railroads and the manufacturing capacity of steel wheel plants in the U. S. and Canada before recommending the cast-iron-wheel ban for letter-ballot action. "There will be no danger of encountering wheel shortages at any time in connection with the program," it was reported.

Action has also been taken to authorize increased use of two-wear wrought steel and cast steel wheels. The Wheel and Axle Committee said the two-wear wheel is needed today for applications on roller bearing cars so that wheel life will "more nearly approximate bearing life."

So that it will be possible to use machine accounting for interline freight and passenger car repair bills, the Mechanical Division is altering many of its standardized car repair report and billing forms. Changes are also being made in procedures so that ac-

counting machines can be used more efficiently and so that repair track record keeping can be simplified. While many changes are being submitted for vote now, it is reported the task force responsible for these changes is still engaged in reviewing the Code of Interchange.

To avoid the extra costs involved in individual tailoring of freight car components, the Committee on Freight and Passenger Car Construction has proposed standardization of side doors, sides, ends and roofs of conventional 50-ton general-purpose box cars. Specifications for these parts have been completed. A new limit on the widths of longer cars has also been prepared. So that there will not be excessive overhang of the centers and ends of these cars on curves, it is proposed to relate width to truck center distance for all cars having truck centers up to 75 ft.

Hydraulics Due in September

Increasing popularity of diesel hydraulic locomotives was reported by the Committee on Locomotives and Locomotive Fuels and Lubricants. Six 4,000-hp units for the Denver & Rio Grande Western and Southern Pacific are expected to be delivered in September. (Demonstration runs with the first of these Krauss-Maffei units were scheduled for last week on the Semmering line in Austria.) In addition to the American units, British Railways is acquiring 73 hydraulic-transmission units, all rated at 2,700-hp. Other high-horsepower units with 1,700-hp to

Mechanical Division Officers

3,000-hp ratings are already in service in Britain and Germany.

The committee also reported:

- Union Pacific expects to place the last of its 30 General Electric 8,500-hp gas-turbine-electric locomotives in service during July. During 1960 the road's ownership grew from 11 to 23 of these units. They averaged 10,477 miles per month; produced 10.9% of the road's freight gross ton miles. The 25 UP 4,500-hp gas turbines which have been in service for up to nine years averaged 6,552 miles per month in 1960 and produced 10.3% of the freight gross ton miles.

- The experimental 4,500-hp coal-fired gas-turbine-electric under construction by the Union Pacific is approximately half completed. Initial stationary testing, scheduled for late 1961, is to be followed by road tests at Cheyenne, Wyo.

- For the present, Electro-Motive will do no further work on free-piston locomotives, the Locomotive Committee reported. Two 2,400-hp French locomotives with free-piston gas generators have been placed in operation, making a total of three in service.

Roller-Bearing Cars Increase

The 98,593 freight cars equipped with roller bearings on March 31, 1961, represented an increase of 16,178 cars over the previous year's figure. Of these, 73,616 cars were railroad owned, 16,996 belonged to private car owners, and 7,981 were non-interchange cars.

The Committee on Journal Roller Bearings has recommended an improved key design which is to prevent roller bearings from coming out of the pedestal-type side frames during derailments. Because of the growing number of roller bearing cars in service, the Mechanical Division has tightened routine train yard inspection requirements and requires more thorough inspection of roller bearings and journals which have been overheated or have been involved in derailments.

The Committee on Lubrication of Cars and Locomotives and the AAR Research Center have continued their program for improving the performance of the solid-bearing journal assembly. The Research Center has been studying modification of the solid bearing, and has continued its investigation of journal stops, rear seals, and hardened journal bearing wedges. Numerous field inspections of trucks

and bearing assemblies are being made by the Research group to determine conditions which produce excessive bearing wear and which cause hot boxes.

In collaboration with the Technical Advisory Committee for Railroad Journal Bearing Manufacturers, the Research Department has completed a high-speed film of three journal-bearing assemblies under impact conditions. These were the standard bearing, the flat back bearing and the standard bearing with journal stops. The high speed pictures show that the journal stop and flat back bearing assemblies have greater stability during impact.

The journal stop also continues to show "remarkable results" in prolonging the service obtained from bearings, dust guards, rear seals, and lubricators according to the Lubrication Committee which follows service tests of cars equipped with these devices.

The effectiveness of "friction reducing" additives for journal box oil is still under laboratory investigation. At the same time the laboratory is re-examining the corrosion inhibitors used in roller bearing greases. Extension of the mandatory relubrication periods for both roller bearings and the cartridge-type solid bearings are still under investigation. It is probable that the present 90-day relubrication for sleeve bearings can be extended to six months.

Roller bearing relubrication at 36-month intervals is being studied.

The laboratory has completed impact tests on eleven AAR-approved standard-pocket draft gears, the Committee on Coupler and Draft Gears reported. It is intended to correlate the traditional drop-hammer draft gear test with performance under actual impact conditions, and to study relation of impact reaction forces on lading damage.

Another car test program has involved the 100-ton aluminum covered hopper car built by Magor Car Corp., utilizing aluminum from Reynolds Metals Co. Similar cars are now in service on the Southern. Three phases of an extensive program have been completed at the Research Center. These were static compression tests of the empty and the fully loaded car, and impact tests of the loaded car.

W. D. Dickie, chief of motive power and rolling stock of the Canadian Pacific, and E. F. Tuck, chief mechanical officer of the Frisco, were elected to the General Committee, succeeding E. Wynne, Canadian National, and L. R. Christy, Missouri Pacific. Preliminary plans for the 1962 annual meeting of the Mechanical Division call for it to be held in Chicago at the same time as the annual meeting of the Purchases and Stores Division. "If economic conditions are favorable," these sessions will be held the week of June 10, 1962.

MP Streamlines Sales Effort

Missouri Pacific's traffic department has been streamlined to permit more decision making at the regional level and more planning at the staff administrative level.

MP's Vice President-Traffic Harry L. Schaeffer, who announced the departmental reorganization in St. Louis recently, said the change was designed to provide a more complete and faster service to freight traffic accounts.

John M. Hrebec, formerly freight traffic manager-sales and service, has been promoted to the newly created post of executive sales manager. Mr. Hrebec's primary responsibility will be to maintain a close liaison with MP freight customers.

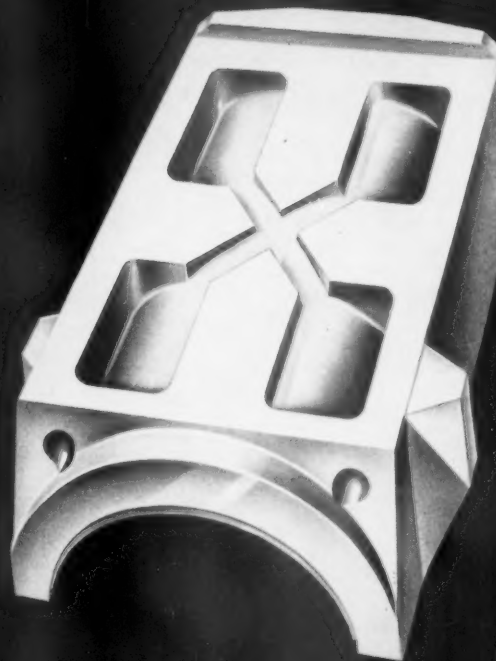
Eleven regional sales managers have been appointed from MP's corps of executive representatives, general

agents, traffic managers and assistant traffic managers. In each region, district sales agencies have been established at major traffic cities. Harvey M. Johnson, Jr., assistant vice president-sales (formerly traffic), has jurisdiction over the regional sales managers, who are: O. W. Storck, Atlanta; H. W. Kasaling, Chicago; L. B. Bartlett, Denver; Charles Hofer, Detroit; George Brunner, New York; G. O. Oliver, Pittsburgh; H. W. A. Turner, Kansas City; W. J. Siering, San Francisco; G. J. Wilkes, Little Rock; C. A. Becker, St. Louis; E. J. Falk, Houston.

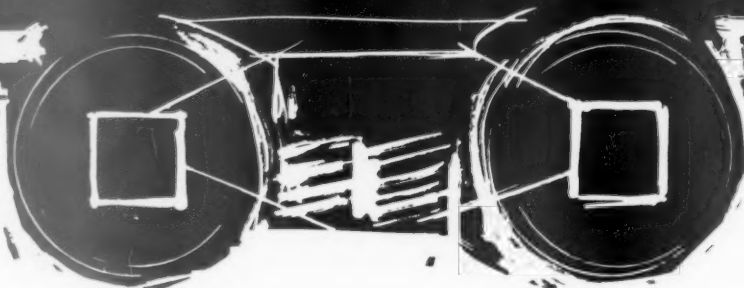
Because of the size and importance of the Houston region, three assistant regional sales managers have been named. They are: F. L. Evans, San Antonio; E. Sandstrom, Houston, and G. B. Riggan, New Orleans.

POSITIVE CONTROL

KEY TO BETTER JOURNAL BEARING PERFORMANCE



Positive control flatback bearing† achieves stabilized journal assembly without any alteration or modification of box. It has established an impressive record for longer life and fewer hot boxes.



†AAR approved for limited application for test in interchange service.

■ Dollar for dollar, this Absco positive control "package" appears to be the most efficient bearing assembly available. Applied to the average interchange car of today and tomorrow, it gives highest promise of upgrading bearing performance for the total fleet. ■ The key to this concept is positive control of journal and bearing motion, positive con-

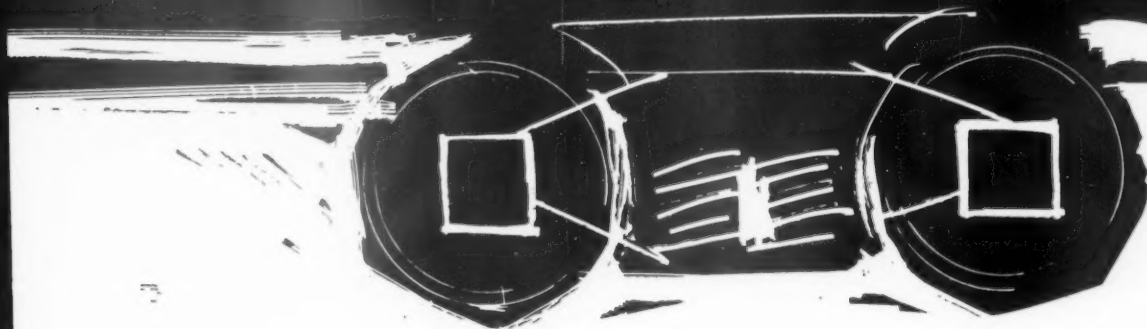
trol of oil in the box, and positive control of oil flow to the journal. ■ To stabilize the axle, without the expense of journal stops and box modification, use Absco positive control flatback bearings. To keep oil in the box and foreign material out, install simple, inexpensive Absco dust guards. To feed sufficient quantities of oil to the journal, rely on Absco



Positive control of oil in box is an important advantage of the Absco dust guard. Simple, durable, economical, it effectively keeps oil in, keeps dirt and water out.



Positive control of oil flow is assured by the Absco lubricating pad*. It is simple to install, easy to renovate, and efficient under all conditions.



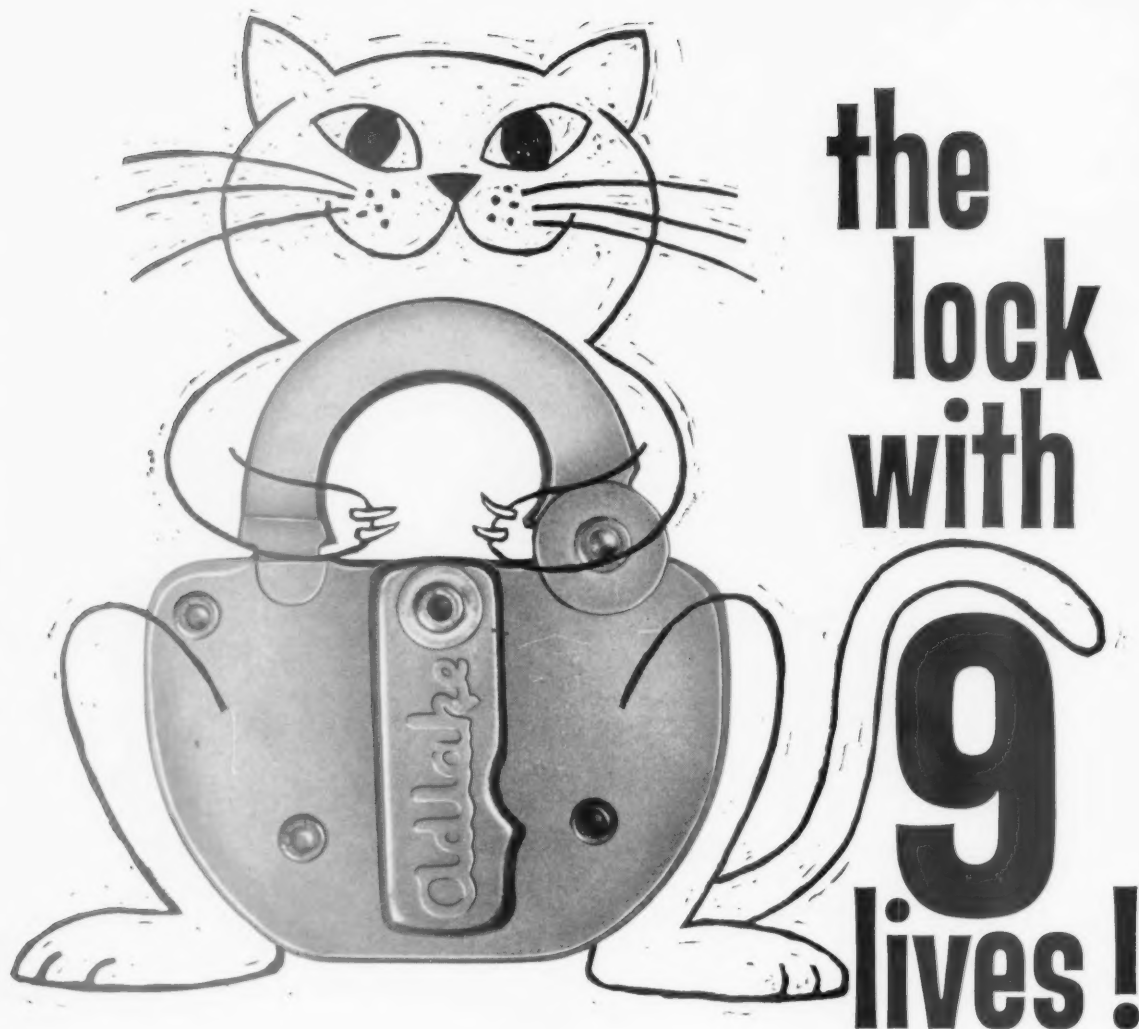
*AAR conditionally approved.

lubricating pads. ■ Singly and in combination, these bearing products are helping progressive railroads cut costs and improve services. Your American Brake Shoe representative will be glad to give you full details. American Brake Shoe Company, Railroad Products Division, 530 Fifth Avenue, New York 36, New York.

A-1090



**Quality products
cut your
ton-mile costs.**



A long, long life is carefully built into each Adlake Model 48 switch lock—now the standard on most of America's leading railroads. Heavy steel cases, springs and shackles resist abuse . . . are treated against corrosion. Heavy duty springs refuse to "set". . . lock keeps its powerful grip and A+ dependability. Shackle is held front and back by special locking arrangement. Interlocking tumblers make it impossible to open switch lock without proper key. Lock can be furnished with case and shackle made of brass. For full information on Adlake switch locks, as well as other specialty and hardware items, write or call The Adams & Westlake Company, or the offices listed below.

THE ADAMS & WESTLAKE COMPANY

Elkhart, Indiana, Phone COngress 4-1141



Chicago Sales Office
135 S. LaSalle Street
Phone Financial 6-6232



New York Sales Office
50 Church Street
Phone COurtland 7-0073



Lets one
man do
the work
of three!



The built-in hypocycloid gear is the power secret! Free to follow the eccentric crankshaft, but not free to rotate itself, it produces a 6:1 reduction ratio.

Patent Pending

NEW! Wine Power Geared^{*} Discharge Gate

EVEN UNDER A 70-TON LOAD one man can open this new gate. Accurately machined mating surfaces provide bind-free operation and a tighter seal. No more sledging or car damage in attempts to open "frozen" hopper doors. Electric steel castings eliminate distortion.

PRECISION-MESHED GEARS without costly machining! Amazingly accurate shell molding process helps keep unit competitively priced despite Power-Gear feature. Rack-and-pinion principle assures parallel operation without side binding. All bearing surfaces are permanently lubricated.

COMPLETELY PREASSEMBLED for easy installation, ready for welding. No further fitting, no extra parts required during assembly of car. 13x24" opening fits most standard chutes. Interchangeable with most present gates; equipped with standard boot groove. Conforms to all recognized unloading devices. Now in service on six major railroads.

A TRIAL APPLICATION
WILL CONVINCE YOU!
Complete specifications and
application data on request.

WINE
Railway Appliances

WINE Railway Appliances by UNITCAST CORPORATION • TOLEDO 9, OHIO

NH: Two Coaches a Week Get



FRESH PAINT, reupholstered and dyed seats, new window shades, plus any necessary body work and welding, brighten the interior of a 1934 New Haven coach fresh out of the road's new passenger-equipment-renovation program.

The New Haven, despite its financial troubles, is putting new life into its passenger-car fleet.

Some 100 New Haven coaches are being rehabilitated at the rate of two a week. Also, the road hopes to acquire 100 new commuter cars, partly through sale of equipment trust certificates and partly through leasing from the Port of New York Authority under New York State's commuter-aid program (RA, March 13, p. 6).

The passenger-car-improvement program is costing the New Haven about \$2,000 a car. As signs prominently displayed in each renovated car point out, tax relief granted in the states through which the New Haven runs has made it possible for the hard-pressed road to undertake the program.

Cars in the program—mostly the 8200 and 8300 series of coaches built in 1934 and 1938—are brought to New Haven, where a section of the passenger

yard, plus some additional space in the shops, is set aside as repair tracks. Electrical and upholstery shops have been set up in an old RPO car and an old parlor car, respectively. Seventeen passenger maintenance men have been brought back from furlough for the program.

Interiors are completely refurbished; exteriors get a good washing, fresh paint for the trucks, plus minor truck repairs.

Fresh Look in Car Program



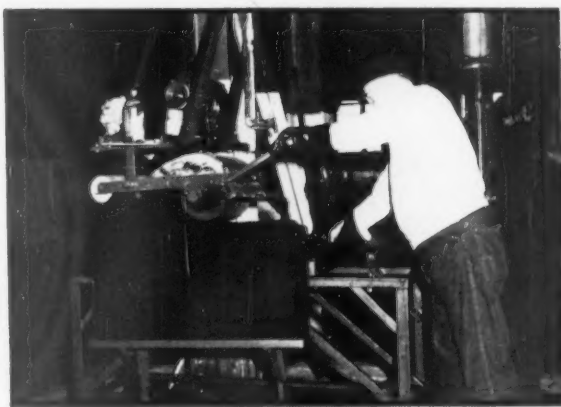
BEFORE RENOVATION, a typical car has cracked panes, peeling paint, torn seats and broken shades.



PAINTER AND CARPENTER go to work on the interior after seats have been removed for repairs.



LARGE SURFACES are spray-painted after windows, racks, armrests and floor have been masked off.



CUSHIONS ARE SCRUBBED after dye bath. Vats are located in a corner of New Haven heating plant.



ELECTRICAL SHOP is set up in an old RPO car on rip track adjacent to cars being processed in program.



IN CHARGE are Asst. Mech. Supt.—Car Maintenance Joseph M. Quinn (left) and General Foreman William McLelland.

PEOPLE IN THE NEWS

AMERICAN REFRIGERATOR TRANSIT CO.—W. Arthur Pope appointed mechanical superintendent, succeeding Raymond G. Setzkorn, retired (RA, July 3, p. 33).

BURLINGTON.—J. C. Grisinger, who has been on special assignment with the AAR (RA, Mar. 27, p. 58), has resumed as superintendent, Lincoln, Neb. A. R. MacDonald, acting superintendent, Lincoln, named superintendent, McCook division, McCook, Neb., to succeed W. S. Johnston, named assistant to the vice president of the operating department, Chicago. Mr. Johnston replaces E. D. Harville, promoted to assistant general superintendent of transportation, Chicago.

Harry R. Duncan, superintendent of the tie and timber preservation plant, Galesburg, Ill., retired June 30. C. S. Morton, assistant superintendent of the Galesburg facility, replaces Mr. Duncan.

CANADIAN NATIONAL.—R. J. Payne, assistant superintendent equipment, Montreal area, appointed assistant general superintendent equipment, succeeding S. G. Daniel, promoted. A. A. Audet, assistant superintendent, Champlain area, named operations manager. C. Emile Couture, general passenger agent, named assistant manager, passenger promotion; C. D. J. Hamilton, chief clerk, convention and special traffic bureau, appointed supervisor of tours; and Kenneth H. LeClair, assistant manager, tariff and ticket bureau, named technical sales officer.

CANADIAN PACIFIC.—J. J. Roby appointed superintendent, motive power and rolling stock, Prairie region, Winnipeg, succeeding T. F. Donald, retired (RA, June 26, p. 66).

J. P. Yafcak named foreign freight agent at New York, succeeding Bruce A. Scott, who has been appointed foreign freight agent at Montreal.

CHESAPEAKE & OHIO.—E. D. Wilkes named industrial analyst at Huntington, W. Va.

ERIE-LACKAWANNA.—George Pettersen appointed division sales manager, Elmira, N. Y., succeeding Harold J. Spindler, retired (RA, July 3, p. 33). Vinton H. Mayfield and Andrew G. Scott, sales representatives in the Canton, Ohio, and New York City areas, respectively, both retired June 30.

FRISCO.—E. G. Baker, vice president, executive department, retired June 30.

John M. Sachen, assistant district manager-sales, St. Louis, named district manager-sales there.

E. R. Tyler named general diesel and air brake supervisor, Springfield, Mo., replacing A. M. Malmgren, who retired June 30.

GREAT NORTHERN.—Clifford H. Boltman, assistant freight claim agent, appointed general freight claim agent, succeeding John T. McManmon, who retired July 1.

HARBOR BELT LINE.—W. E. Eastman named general manager, succeeding A. G. Perkins, who has retired.

MISSOURI PACIFIC.—Howard C. Westbrook, district sales manager, San Francisco, named assistant district sales manager, Los Angeles, succeeding S. O. Selder, retired. John D. Tomakins succeeds Mr. Westbrook. The following appointed district sales managers: George B. Elliott, Boston; Mario V. Fattori, Galveston, Tex.; William U. Fuller, Austin,

Tex.; Raymond A. Martin, Pueblo, Colo., succeeding respectively, Harold A. Budreau, Homer L. Durham, Hugo J. Holzmann, and Oscar L. Strieby, retired. Wayne K. Lamb named district sales manager, Cincinnati, replacing Donald W. Jordan. Herbert E. Barrett, district freight and passenger agent, Jacksonville, Fla., retired June 30.

I. P. Brock and H. E. Marler appointed district storekeepers, replacing respectively, R. D. Resch at St. Louis and F. G. Dierkens at Kansas City, Mo. Messrs. Resch and Dierkens assigned other duties.

NICKEL PLATE.—Retired June 30: Eugene M. Smith, vice president-law, who will continue as a director of the railroad; Herbert A. Eberhart, freight traffic manager; N. E. Goldenbogen, coal traffic manager; and Leon G. Mosher, assistant director of personnel.

NORTHERN PACIFIC.—A. P. Kimmel, general freight agent, Seattle, appointed assistant western freight traffic manager there, succeeding C. E. Fulton, who retired July 1. Mr. Kimmel's successor is C. E. Moehring, assistant general freight and passenger agent, Tacoma, Wash., who in turn is succeeded by C. J. Ryan, general agent, Spokane, Wash. W. J. Riddell, general agent, Vancouver, B. C., replaces Mr. Ryan, and in turn is succeeded by J. N. Channing, traveling freight and passenger agent, Winnipeg, Man. K. R. Rue, commercial agent, Edmonton, Alta., appointed general agent there.

R. W. Spannring, assistant mechanical supervisor, St. Paul, named system diesel supervisor, Livingston, Mont., replacing W. W. Simpson, who retired July 1.

REA EXPRESS.—Joseph D. Tucker, general agent at St. Louis, appointed superintendent, St. Louis division. Kenneth E. Paul named superintendent, Philadelphia Division, succeeding Hugh Graef, who has been transferred to headquarters in New York. James J. Callan, superintendent, New York City Terminal Division, appointed superintendent, Ohio Division, with headquarters in Cincinnati. Francis T. Halligan named general manager, New York City Divisions, succeeding F. J. Fagan, who has been transferred. O. R. Ethier, general agent at Boston, appointed superintendent, New York City Office Division.

ROCK ISLAND.—John H. Gilfillan, superintendent of terminals, Kansas City, Kan., named manager, freight claims and freight claim prevention, Chicago.

RUTLAND.—Richard M. Toohey, district sales representative, eastern region, New York City, appointed district sales manager with headquarters in Toledo, Ohio, effective July 1. Mr. Toohey succeeds John D. Lewis, promoted (RA, July 3, p. 33).

ST. LOUIS SOUTHWESTERN.—S. D. Swann, assistant general freight agent, appointed general freight agent, Dallas, and his former position abolished. I. L. Cameron named general agent, Dallas. G. R. Gregory named general agent, Fort Worth, succeeding H. T. Culp, assistant general freight agent, retired. Mr. Culp's former position abolished.

SANTA FE.—J. F. Kanive named master mechanic, Kansas City and Eastern divisions, Argentine, Kan., succeeding H. N. Chastain, promoted.

SEABOARD.—F. W. Whitaker, Jr., named super-

intendent of station operations with headquarters in Jacksonville, Fla. Mr. Whitaker succeeds J. A. Shea, who retired June 30. C. M. York, assistant freight traffic manager, Macon, Ga., also retired June 30.

SOUTHERN.—Lawson G. Tolleson, director of labor relations, succeeded Fred A. Burroughs, as assistant vice president in charge of labor relations on July 1. Mr. Burroughs retired.

TEXAS & NEW ORLEANS.—T. E. Martin named purchasing agent, Houston, in addition to his duties as purchasing agent and manager of stores for SP's Cotton Belt Lines.

OBITUARY

Fred J. Voss, 56, president of the Duluth, Missabe & Iron Range, died July 3 of a heart attack. Mr. Voss joined the DM&IR in 1926.

Supply Trade

The Wine Railway Appliance Division of Unitcast Corp. has appointed Modern Supply Co., Robert E. Mann and Earle A. Mann, as agents.

The manufacturing facilities of Bird Self-sealing Tie Pads were moved on May 1 from East Walpole, Mass., to Myricks, Mass. All communications should be addressed to Bird Tie Pads, Inc., P.O. Box 909, Taunton, Mass.

Warren A. Logelin, formerly vice president in charge of public relations and advertising, Fairbanks, Morse & Co., has been appointed director of public relations and advertising, American Steel Foundries.

Robert J. Dreniak elected president, Apex Railway Products Co. Norman F. Woods has been elected executive vice president, and Onnette F. Gallarneau, executive secretary-treasurer.

H. P. Kelker of W. E. Day Company, San Francisco, and M. W. Wolfe of Wolfe Equipment Company, St. Louis, have been named by Railway Service and Supply Corp. as distributors of the Utility and the Optimum journal lubricators.

A. C. Grant, general sales manager of Buck Equipment Corp., has been named vice president in charge of sales.

An agreement reached June 13 between the Canadian Fairbanks-Morse Co. Ltd., of Montreal, and Fairbanks, Morse & Co., Chicago, returns to the American company the ownership and use in Canada of the Fairbanks, Morse name and trademarks. Canadian Locomotive Co., subsidiary of Fairbanks, Morse of Chicago with a minority interest publicly held by Canadian citizens, will now become the basic distributor in Canada of Fairbanks-Morse pumps, scales, and motor products and will market them in that country under the Fairbanks, Morse name. Canadian Fairbanks-Morse is taking the legal steps necessary to effect a change in its corporate name.

Metalurgica Peruana S. A. on June 9 announced that negotiations had been concluded with National Malleable & Steel Castings Co. (now National Castings Co.) providing for technical and engineering assistance by National in the construction of a modern foundry near Lima, Peru, for iron, steel and non-ferrous metal castings.

NEW MILWAUKEE CARS

(Continued from page 28)

overhead heater and 4 kw to the floor heat.

If the car temperature is below 65 deg F, the damper is closed and the 4 kw is switched to the overhead duct and 12 kw to the floor heat.

There is a 50-deg exterior thermostat for anti-freeze protection. The outside thermostat automatically controls anti-freeze equipment in the toilets and the door-track heaters. The strip heaters in the foot of the door jamb provide smooth operation of the doors in the coldest weather, eliminating snow or ice before they can interfere with door operation.

Upper and lower levels of the cars are illuminated by continuous fluorescent fixtures on the sides of the ceilings. Lighting in vestibules, toilets and cabs is provided by incandescent fixtures. All main lighting operates on 120-volt a-c. There are battery powered, 32-volt, d-c emergency lights in some fixtures.

Power Is from the Head-End

Electric power for air conditioning, heating, lighting, car controls, and battery charging is supplied by three-phase, 480-volt, 60-cycle, a-c trainlines running through all the cars from an alternator on the locomotive. A transformer supplies 120-volt a-c for lighting and door controls. Each car has a 93 amp-hr, 32-volt, lead acid battery mounted under a gallery stairway and charged through a rectifier.

The 64-volt, d-c locomotive controls are powered through the 27-conductor traction control trainline.

All vestibule side doors can be pneumatically operated from any one of the vestibule control stations on the train.

The four-wheel trucks are of the single-equalizer, inside swing-hanger type, equipped throughout with coil springs. Each truck has longitudinal bolster anchor rods and a pair of hydraulic shock absorbers which damp vertical bolster motion. Trucks have 6- by 11-in. roller bearings and 33-in. multiple-wear wrought-steel wheels. There is an individual tread-brake unit with composition shoe on each wheel.

Diesel-traction equipment on the eight cab cars includes a standard GM locomotive controller, standard 26-C cab air-brake equipment, and controls for air horn, bell, windshield wiper, headlights, sanders, and other equipment. The cab end of each cab car is fitted with a headlight, an oscillating-type red rear warning light, a body-mounted pilot, a two-chime horn, a bell, and electrically heated windshields.

**WE AREN'T
AFRAID TO
STICK OUR
NECKS OUT
ON THIS
ONE**

INTERNATIONAL
Cabooses

**SHAVE MAINTENANCE
COSTS TO THE MINIMUM**

It's a fact and many railroads have proved it. International Cabooses will outlast and outperform all others in terms of maintenance minimums. On top of this, they offer exclusive features contributing to greater crew safety and comfort. There is one big reason why. They are planned, engineered and built by caboose specialists. Want the details? Write International Car Division, 2485 Walden Avenue, Buffalo 25, N. Y.



INTERNATIONAL CAR DIVISION

R A Subsidiary of Ryder System, Inc.

Six RRs Win National Safety Awards

The National Safety Council has named six Class 1 railroads as group winners of the 1960 Railroad Employees' National Safety Award.

The railroads whose employees maintained the low casualty rate (number of employees killed or injured per million man-hours worked) are:

Union Pacific, winner in the group working 40 million man-hours or more with a casualty rate of 2.61.

Norfolk & Western, winner in the

17-40 million man-hours group with a casualty rate of 4.13.

Duluth, Missabe & Iron Range, first place in the 5-17 million man-hours group with a 1.60 rate.

Colorado & Southern, tops in the 2-5 million man-hours group with a 4.67 rate.

Duluth, Winnipeg & Pacific, first in the 1-2 million man-hours group with a 2.83 rate.

Texas Mexican Railway, winner in

the group whose employees worked less than a million man-hours. Its rate was 1.46.

In addition to the six Class 1 railroads honored, the National Safety Council also cited Pullman Co.'s operations in the Eastern Region and at its Calumet shops.

Winners of the 1960 award among switching and terminal railroads are Chicago & Western Indiana, whose employees maintained a 5.08 casualty rate while working more than one and a half million man-hours and the Philadelphia, Bethlehem & New England, whose employees worked less than one and a half million man-hours with a 3.33 casualty rate. No employee fatalities were recorded by either of the switching-road award winners during 1960.

PROTECTION for LADING and CAR



Photograph shows relative size of Taylor Model LI77232-36 Liquid Spring Shok.

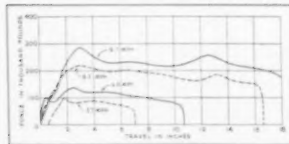
TAYLOR STANDARD Liquid Spring Shok

Originally designed for railroad cars, this now standard Taylor Spring Shok using liquid compressibility, *eliminates costly impact damages* to lading from impact velocities up to 12 miles per hour.

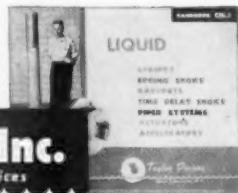
Energy absorption is proportional to energy input, protecting both lading and car.

ONLY TAYLOR LIQUID SPRING SHOKS PROVIDE ALL THESE ADVANTAGES

- Operate in all temperatures and attitudes
- Pressure, energy or velocity responsive
- Produce predictable shock curves
- Provide maximum energy absorption at minimum stroke
- Simply installed
- Minimum maintenance—with only standard grease gun
- Uses no gas—only single-purpose liquid
- STANDARD MODELS—VOLUME PRODUCTION—LOW COST—EXPERIENCE-PROVED by many thousands used in Aircraft, Machine Tools and Tooling.



Write for
FREE
Handbook
on Standard Models



220 MICHIGAN AVE., NORTH TONAWANDA, N. Y.
(On Tonawanda Island in the Niagara River)

Pat. Nos. 2,873,933;
2,909,368
and pending U. S.
and Foreign

Commuter-Aid Provisions Included in Housing Act

The recently-enacted Housing Act has a provision whereby state and local agencies may obtain loans for facilities and equipment for mass transportation in urban areas. Loans aggregating \$50 million may be made under the provision, which also stipulates that the lending authority shall expire Dec. 31, 1962.

There are also in the act other provisions relating to mass transportation. A Congressional report on the act explained them as follows:

"Grants for mass transportation demonstration projects will be authorized, to be made out of the funds available for urban renewal grants, in a total amount of not more than \$25 million. Planning grants under section 701 of the Housing Act of 1954 will be available for developing comprehensive plans covering mass transportation as well as other problems of sound urban development."

Dividends Declared

PROVIDENCE & WORCESTER.—\$2.50, quarterly, payable July 5 to holders of record June 19.

SEABOARD.—40¢, quarterly, paid June 27 to holders of record June 16.

STONY BROOK.—\$2.50, semiannual, payable July 10 to holders of record June 20.

UNITED NEW JERSEY RR & CANAL.—\$2.50, quarterly, payable Oct. 10 to holders of record Sept. 20.

WABASH.—\$1, paid June 22 to holders of record June 15.

WESTERN MARYLAND.—common, 45¢, quarterly; 7% 1st preferred, 70¢, quarterly; 5% 1st preferred; 15¢, quarterly; 4% 2nd preferred, 40¢, quarterly; all paid June 29 to holders of record June 19.

Upgrade freight cars
with this



50%

EXTRA PROTECTION

This Waugh-Gould Type 700 Friction-Rubber Draft Gear has the highest official capacity for any standard 24 $\frac{3}{8}$ inch pocket draft gear ever approved by the A. A. R.

Cars last longer,
cover more miles per month,
earn more per year when
equipped with

WAUGH
EQUIPMENT COMPANY

NEW YORK • CHICAGO • ST. LOUIS

Canadian Waugh Equipment Company: Montreal

THE WAUGH-GOULD
TYPE 700
FRICTION-RUBBER
DRAFT GEAR



***These five pennies,
during a 12-year period,
more than covered all parts
replacement costs on an average***

NATIONAL

Ever since the introduction of the first C-1 truck over 12 years ago the basic design has remained unchanged. Today's National C-1 Trucks are still the original design—a *design that was right to start with.*

Here's proof of the correctness of that design.

In spite of the fact that many of these trucks have covered hundreds of thousands of miles, our service parts sales records show an average replacement rate of an extremely low .00129% for wedges, wedge springs and wear plates.

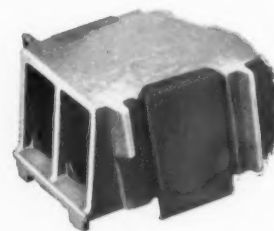
This represents an average replacement cost of only \$.0985 per carset—*less than 5 cents per National C-1 Truck in service!*



wedges
.00131% replacement

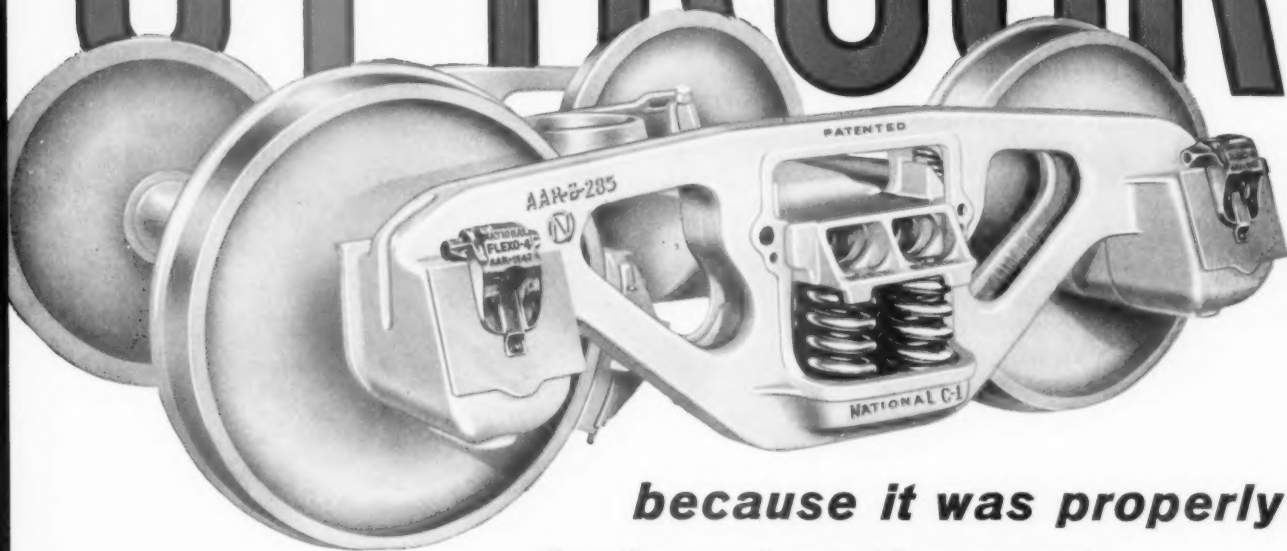


wedge springs
.0019% replacement



wear plates
.00064% replacement

C-1 TRUCK



*because it was properly
designed at the start*



*International Division
Cleveland 6, Ohio
National Castings Company of Canada, Ltd.
#6 Portland St., Toronto 2B, Ontario*

Transportation Products Division

**NATIONAL
CASTINGS
COMPANY**

Cleveland 6, Ohio

**COUPLERS • YOKES • DRAFT GEARS • FREIGHT TRUCKS • JOURNAL BOXES • ROLLER
BEARING ADAPTERS • NATIONAL SPEEDLOADER CONTAINER HANDLING SYSTEM**

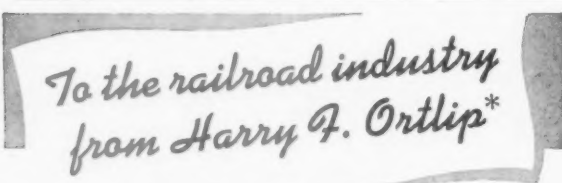
RAILROADING AFTER HOURS WITH JIM LYNE

WHICH MR. K. IS RIGHT?—I see where Mr. Khrushchev says in a few years Russia will be outproducing the U.S.A.—and President Kennedy says 'taint so. I hope our own Mr. K. is right, but on the beat I cover—transportation—I see too little that's reassuring.

Here we are whooping off billions to connect every Podunk in the U.S. with every other Podunk—by a direct, heavy-duty highway, with great care to separate use of the highways from payment of their cost; and no proof at all that we get more transportation per dollar spent, when the spending is on highways. Jet planes came along, and we're on our way to junking all our piston planes and air terminals—practically overnight—no matter what the expense. And every cow pasture creek has to be made into a navigable waterway, Uncle Sam picking up the check. Meantime, railroad plant is allowed to deteriorate for lack of adequate new capital.

If this is being smarter than Khrushchev is, in the way we use our resources, then the kind of economics I learned when I went to school must really be outdated. I don't believe it is outdated. Wild extravagance has not yet been proved to be the road to security and plenty.

USEFUL LEISURE—A freight conductor from the Pacific Coast dropped in to see me the other day. He told me his hours on duty average around 100 a month and his pay runs about \$900. Thus,



*specialists in electrical engineering and construction for over 40 years

QUESTION: What are you doing about modernization; capital improvements; and all the hundred-and-one other immediate, urgent, pressing engineering and construction problems and projects vital to the continuous, dynamic growth and progress of the railroads?

SUGGESTION: For almost five decades we have *specialized* in electrical engineering and construction for the railroads and know how to engineer and build profits into projects, cut operating costs, and reduce overhead.

Write me personally—or, your collect call will receive prompt attention—at 50 N. 18th street, Philadelphia 3, Pennsylvania, LOcust 4-4800.

he has both a comfortable income and time to enjoy it—and the way he spends a lot of leisure is in studying railroad problems, and in explaining railroads' merits to his neighbors.

I know there are many other railroaders in the ranks who are doing likewise with a good deal of their spare time. More power to them! Some resourceful railroad personnel officer, one of these days, is going to find a way of recruiting and educating a "task force" of enthusiastic and loyal employees in every community, and railroads' political impotence will then have the pin pulled on it.

There never was an industry (at least, since the days of sailing ships) with as many loyal friends as the railroads have. But these loyalists have so far done mighty little organizing of the kind needed to make their opinions politically effective.

ANTI-SOCIALIST UTILITIES?—The electric power people do more hollering against socialized competition—in speeches and advertising—than any other business in the country. I am all for them. I would be a little more impressed, though, if I could see just a little evidence of their willingness to practice what they preach.

The utilities seem to locate on navigable water whenever they can—for one reason, so they can get in their fuel by barge. The toll-free inland waterways are a far more flagrant example of government competition with private enterprise (in transportation) than any of the competition the government sets up against the utilities.

If any utility executive has ever denounced the absence of compensatory tolls on the use of inland waterways, I've never heard of it. I find it hard to believe that these fellows are really unfriendly to socialism, as such. On the contrary, the evidence suggests that they are highly tolerant of it, whenever it does not threaten their own interests.

REGULATION IN BRITAIN—In Britain there is a form of truck regulation we've never tried here. The rates aren't regulated but the number of trucks is. A fellow gets a permit (like our "certificates of convenience and necessity") and it limits the number of trucks he can operate. There are no limitations on private carriers, except they cannot do any hauling for hire. But now, reports the London Economist, this limitation on the private carrier is breaking down. A private carrier (a furniture manufacturer) has been given a permit to operate on the side, through a subsidiary, as a common carrier, to provide back hauls for his private trucking operations. Common carriers are taking the issue to court.

A chart published by the Economist indicates that there has been only a tiny increase, from 1936 to 1960, in the number of for-hire trucks in operation—while those operated in private service have zoomed from 300 thousand to 1.2 million.

There ought to be more interchange than there is between friendly governments, as to their successes and failures in dealing with the private vs. for-hire carrier problems. We exchange information with our allies on practically all other subjects, but mighty little on transportation regulation. The U.S. is at least a generation behind Europe in the freedom accorded the railroads.

new...COMPUTER-CONTROLLED SMOOTHNESS IN GRADE!

An advanced concept which establishes new standards of smoothness in grade! Operator of the jacking, tamper raises track until a single direct-reading meter indicator shows zero. Track then is tamped to produce precisely the desired elevation and held to grade. • The computer automatically calculates desired grade, while a separate meter indicates cross level. *Main components:* two 30' long aluminum beams supported on two carts ahead of the tamper; foresight on each cart; potentiometer and other equipment for evaluating true grade; direct-reading meter. *Ask for bulletin.*



Left meter shows track should be jacked
... at right, track jacked to grade.



**ELECTRONIC
SURFACING DEVICE**



New...Simplified Tool for Surfacing Low Joints

Giving direct readings of low joints to the operator of a smoothing and spotting tamper equipped with jacks... the RMC Joint Surfacing Device consists of two 14-foot long aluminum beams, spring-tensioned cables, separate indicators for each rail. *Ask for bulletin.*



Railway Maintenance Corporation

Box 1888

Pittsburgh 30, Pa.

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)
MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1964

Name of Road	Average mileage operated during period	Operating Revenues			Operating Expenses			Operating Expenses			Net			Net			
		Freight	Pass.	Total	Total	Retire- ment	Total	Total	Retire- ment	Traffic	Portation	Total	Operating	Total	Operating	Railway tax	Net income
		1964	1963	1964	1963	1964	1963	1964	1963	1964	1963	1964	1963	1964	1963	1964	1964
Akron, Canton & Youngstown	4 mos.	171	415	1,255	48	73	79	16	39	147	347	389	81.6	76.9	78	54	27
Alabama, Tennessee & Northern	4 mos.	214	215	2,259	49	55	324	65	164	581	1,417	1,589	81.6	76.9	78	54	27
Albany, New York & Northern	4 mos.	214	215	2,259	49	55	324	65	164	581	1,417	1,589	81.6	76.9	78	54	27
Atchafalaya, Topeka & Santa Fe	4 mos.	12,986	38,769	2,565	46,570	195	215	28	59	35	23	1,388	64.1	57.8	222	168	39
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta & St. Andrews Bay	4 mos.	15,086	150,320	10,868	185,571	203,833	22,570	3,091	39,235	43,910	10,613	5,681	17,589	39,272	283	50	15
Atlanta																	

Dollar figures are stated in thousands; i.e., with last three digits omitted.
MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1961

Name of Road	Average mileage operated during period	Operating Revenues		Operating Expenses		Total	Trans- portation	Total	Operating ratio, 1961-1960	Net railway operating income, 1961-1960											
		Freight	Pass.	Freight	Pass.																
Elgin, Joliet & Eastern	205	2,450	14	609	664	86	9	105	116	34	40	276	545	577	89.5	87.0	64	39	28	66	
Erie-Lackawanna	2,077	13,621	1,225	1,141	1,141	302	420	14	172	168	40	92	359	1,128	88.1	100.6	136	79	38	162	
Florida East Coast	3,077	53,958	5,445	66,613	77,854	7,946	7,613	1,572	13,289	13,489	3,891	487	36,456	64,333	65,434	96.6	84.1	2,261	1,779	1,908	645
Georgia Railroad	321	1,131	131	1,307	4,740	554	653	51	705	833	76	106	1,971	3,582	4,032	94.1	85.1	225	371	581	192
Grand Trunk Western	946	3,367	131	15,213	19,974	2,373	2,576	228	2,854	3,421	304	388	7,991	14,623	16,501	96.1	82.8	590	1,528	2,584	79
Great Northern	8,276	14,597	559	16,380	33,224	2,966	3,347	3,437	3,948	933	604	6,712	14,936	15,765	91.2	80.8	1,444	1,801	469	1,632	
Green Bay & Western	8,276	60,114	2,415	67,104	10,752	10,716	1,326	14,407	15,208	3,714	2,172	28,138	59,384	60,626	88.4	83.6	7,780	7,270	469	3,596	
Gulf, Mobile & Ohio	219	1,375	1,375	1,375	1,375	35	49	51	51	51	9	29	117	259	269	76.8	79.4	80	40	73	2
Illinois Central	6,500	16,271	1,587	20,078	31,875	2,992	3,333	3,761	4,263	938	530	8,141	16,804	17,453	90.2	80.7	3,984	2,175	1,097	1,893	
Illinois Terminal	335	6,445	6,445	6,445	6,445	12,787	1,542	13,898	17,134	26	41	83,175	64,729	71,435	81.4	81.7	14,918	8,167	4,091	3,893	
Kansas City Southern	894	2,764	57	13,481	14,756	907	1,053	1,195	2,016	452	373	4,556	8,016	8,727	59.5	59.1	5,465	2,160	1,256	2,480	
Kansas, Oklahoma & Gulf	328	431	431	431	431	42	29	9	33	42	12	32	102	237	240	54.9	55.6	195	86	66	65
Lake Superior & Ishpeming	160	122	122	122	122	39	156	19	69	77	65	2	13	130	262	130.6	55.8	74	47	71	170
Lehigh & Hudson River	160	279	279	279	279	161	196	49	254	363	171	9	269	703	886	206.7	117.1	363	160	488	265
Lehigh & New England	177	178	178	178	178	25	23	2	33	34	8	16	102	192	194	76.9	76.9	58	22	5	1
Lehigh Valley	1,118	13,417	120	13,417	13,417	1,008	1,008	113	98	113	64	446	524	787	75.8	78.1	263	73	5	2	
Long Island	344	838	4,578	5,894	7,533	839	999	1,068	1,077	1,688	339	2,932	4,984	5,161	89.5	87.6	586	405	287	87	
Louisiana & Arkansas	344	3,110	19,075	22,835	23,260	3,437	3,455	421	4,631	4,996	673	163	12,068	21,276	21,913	93.1	90.3	1,578	1,600	782	259
Louisville & Nashville	746	1,720	85	1,869	2,147	175	208	24	279	281	97	76	670	1,273	1,310	68.1	61.0	596	345	142	200
Maine Central	5,684	15,599	568	17,512	19,400	2,197	1,900	317	3,266	4,570	307	2,685	5,536	5,365	67.9	61.7	2,379	1,280	660	1,209	
Man., Northfield & Southern	937	1,896	2,370	2,003	2,186	3,379	3,318	1,228	1,401	16,479	70	29,733	5,593	16,523	80.9	78.1	3,346	2,041	1,314	1,609	
Missouri-Illinois	172	418	418	418	418	1,876	206	137	21	357	353	160	466	1,163	1,126	73.4	60.0	420	406	166	351
M-K-T Lines	2,887	16,294	248	18,004	18,378	2,041	1,856	323	3,115	3,711	1,038	666	6,790	13,427	13,827	74.2	75.2	4,657	1,341	930	1,288
Missouri Pacific	9,362	20,768	767	24,132	25,866	10,769	12,448	342	3,746	4,383	1,153	665	9,087	12,241	18,989	71.4	74.3	6,890	2,412	2,981	3,033
Monongahela	541	5,635	163	5,487	6,314	863	930	107	1,119	1,114	364	479	2,492	5,284	5,308	96.3	87.2	263	482	525	21
New York Central	10,250	35,148	4,410	46,837	58,165	4,823	6,556	1,104	10,180	11,730	2,417	1,034	24,215	43,783	48,617	91.3	83.6	4,054	5,185	3,364	2,654
Pittsburgh & Lake Erie	10,259	140,432	19,122	188,055	235,096	21,262	24,886	4,346	40,733	45,000	9,684	4,040	99,115	175,879	195,364	93.5	83.1	12,176	21,363	18,898	9,154
New York, Chic. & St. Louis	2,170	9,519	64	9,963	12,468	1,013	1,304	146	1,765	2,109	439	357	3,590	6,500	10,952	130.7	81.8	2,247	851	978	4,244
New York, New Haven & Hartford	2,170	38,249	398	40,170	51,712	4,240	5,027	593	6,904	8,351	1,825	1,399	16,710	31,260	36,143	77.8	71.4	2,164	766	1,066	1,550
New York, New Haven & Hartford	1,740	5,468	3,339	10,148	11,613	1,576	1,406	282	2,029	2,026	537	238	5,259	9,978	10,137	98.3	87.3	170	295	9,121	1,018
New York Connecting	21	306	306	306	306	65	74	25	16	17	7	76	161	161	193	49.6	50.1	163	97	31	72
New York, Sus. & Western	97	1,271	5	1,182	1,407	276	278	101	42	51	8	9	26	263	296	87.6	80.2	38	31	25	1
Norfolk & Western	2,765	17,641	163	18,613	21,841	1,787	2,187	352	2,932	3,441	1,496	5,970	11,079	12,362	13,502	89.5	86.7	7,534	1,708	4,543	5,823
Norfolk Southern	593	78,759	784	74,761	82,937	17	15	183	126	49	197	1,048	2,671	2,593	88.2	85.1	358	216	1	169	

REVENUES AND EXPENSES OF RAILWAYS

NEW PRODUCTS REPORT



Container Cradles (RA-1)

The Duo-Cradle, permanently fitted to the decks of 85-ft piggyback cars, makes them suitable for container service. The cradle frame carries removable cross-bolsters and consists of a pair of side channels spaced by cross-members. It is cushioned by a pair of deck-mounted shock absorbers. The channels straddle the trailer hitches on the cars and can, themselves, be straddled by the dual wheels of tractors and trailers after the cross-bolsters are removed

from the frame. Clips attached to the car deck serve as guides and retainers for the cradles. When a container is carried, it rides on a pair of the removable cross-bolsters mounted on the frame. Separate cross-bolster positions permit handling containers of different lengths. For trailer service, the cross-bolsters are removed and stored lengthwise in racks carried by the frame between the channels so as not to interfere with the movement of trailers on the cars and to be instantly available for the hauling of containers. *Youngstown Steel Door Co.*



Dual Tie Saw (RA-2)

Equipped with two sabre-type saws, the new Kershaw Dual Tie-saw cuts the tie inside each rail adjacent to the tie plates and removes the three pieces. The machine is operated by one man and is clamped to the tie while tie is being cut. Production of the Dual Tie Saw is claimed to be in excess of 100 ties per hour. *Kershaw Manufacturing Company.*

Now—A Faster Way To Make Inquiries

Want added information on products advertised or described in this issue? It's easy to get.

Note advertising page numbers or code numbers in New Product headlines. Circle corresponding numbers on card at right. Detach and mail.

RAILWAY AGE WEEKLY

PLEASE SEND ADDITIONAL INFORMATION RELATING TO PRODUCTS ADVERTISED ON PAGES 2 3 4 6 8 11 12 13 14 15 16 18 19 20 21 23 24 25 29 32 33 34 35 39 40 41 42 43 44 45 55a 55b 57 59 60

PLEASE SEND ADDITIONAL INFORMATION RELATING TO PRODUCTS DESCRIBED ON PAGES 49 and 50 MARKED RA-1 RA-2 RA-3 RA-4 RA-5 RA-6

NAME

COMPANY

ADDRESS

CITY

ZONE

STATE

7/10/61

FIRST CLASS
PERMIT NO. 153 N.Y.

BUSINESS REPLY MAIL

NO POSTAGE NECESSARY IF MAILED IN U. S.

POSTAGE WILL BE PAID BY

RAILWAY AGE WEEKLY

30 CHURCH ST.

NEW YORK 7, N. Y.

READERS' SERVICE DEPT. (Attention George Johnson)

NEW PRODUCTS REPORT



Dry Chemical for Fires (RA-3)

Class A, B and C fires are said to be effectively extinguished with Foray, a dry chemical agent for hand portable extinguishers approved by Underwriters' Laboratories. It can be obtained in three sizes, either in cartridge or stored pressure-type extinguishers, and can be used against Class A fires in wood, paper, and other ordinary combustibles. Model 10 contains 8½ lb of dry chemical; Model 20, 17 lb, and Model 30, 25 lb. *Ansul Chemical Co.*



White All Purpose Loob (RA-4)

Spray White All Purpose Loob in the 16-oz. pressurized can was developed to eliminate messy pails, brushes and paddles and to provide clean lubricant where needed. To apply, shake hard, remove cap, hold can upright and aim at area to be lubricated. Spray from a distance of several inches in short bursts. Allow lubricant to set. White All Purpose Loob will protect all metal surfaces and lubricate hard-to-reach areas. *Spray Products Corp.*



Track Broom-Loader (RA-5)

Designed primarily for cleaning yard tracks, the new Kershaw Track Broom-Loader sweeps up material and loads it into trucks or cars. The unit utilizes a broom reel to sweep material into a bucket elevator which in turn dumps onto a conveyor belt for loading. It is equipped with scarifiers to loosen cemented material, and blades to level the inter-track area. *Kershaw Manufacturing Company.*



Diesel Paper Filter (RA-6)

A corrugated, pleated-paper filter is said to provide positive filtration, high flow characteristics, and controlled porosity in a full-flow, cageless type filter cartridge for diesels. The shell stock is extra high in density. End caps are of tin plate, and the perforated end tube encloses a 12-gage reinforcing spring. A Hycar spacing grommet is at the top. *M & J Diesel Locomotive Filter Corp.*

BUSINESS REPLY MAIL

NO POSTAGE NECESSARY IF MAILED IN U. S.

POSTAGE WILL BE PAID BY

RAILWAY AGE WEEKLY

30 CHURCH ST.

NEW YORK 7, N. Y.

READERS' SERVICE DEPT. (Attention George Johnson)

FIRST CLASS
PERMIT NO. 153 N.Y.

RAILWAY AGE WEEKLY

PLEASE SEND ADDITIONAL INFORMATION RELATING TO PRODUCTS
ADVERTISED ON PAGES 2 3 4 6 8 11 12 13 14 15 16 18
19 20 21 23 24 25 29 32 33 34 35 39 40 41 42 43 44
45 55a 55b 57 59 60

PLEASE SEND ADDITIONAL INFORMATION RELATING TO PRODUCTS
DESCRIBED ON PAGES 49 and 50 MARKED RA-1 RA-2 RA-3 RA-4
RA-5 RA-6

NAME TITLE

COMPANY

ADDRESS

CITY ZONE STATE

Market Outlook

Carloadings

Loadings of revenue freight for the week ended July 1 were not available as this issue went to press.

Loadings of revenue freight for the week ended June 24 totaled 600,001 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS			
For the week ended Saturday, June 24			
District	1961	1960	1959
Eastern	84,181	89,870	102,318
Allegheny	97,984	108,676	127,014
Poconchos	53,383	56,826	56,455
Southern	103,719	110,398	113,924
Northwestern	88,742	102,238	116,833
Central Western	121,879	119,377	126,872
Southwestern	50,113	53,952	54,381
Total Western Districts	260,734	275,567	298,086
Total All Roads	600,001	641,337	697,797
Commodities:			
Grain and grain products	63,793	61,019	64,128
Livestock	2,290	3,819	3,978
Coal	111,753	115,128	113,386
Coke	6,987	6,935	9,183
Forest Products	36,709	39,863	42,369
Ore	50,984	72,435	75,439
Merchandise l.c.l.	28,596	35,606	40,844
Miscellaneous	298,889	306,532	348,470
June 24	600,001	641,337	697,797
June 17	602,153	649,503	724,278
June 10	593,304	648,658	709,841
June 3	531,267	574,980	680,617
May 27	578,767	637,864	687,063
Cumulative total, 25 weeks	13,058,189	15,141,897	15,694,286

PIGGYBACK CARLOADINGS.

—U. S. piggyback loadings for the week ended June 24 totaled 11,914 cars, compared with 11,236 for the corresponding 1960 week. Loadings for 1961 up to June 24 totaled 274,380 cars, compared with 264,642 for the corresponding period of 1960.

IN CANADA. — Carloadings for the seven-day period ended June 21 totaled 75,383 cars; compared with 74,117 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
June 21, 1961	75,383	23,229
June 21, 1960	79,056	27,406
Cumulative Totals		
June 21, 1961	1,545,605	597,507
June 21, 1960	1,689,353	703,489

New Equipment

FREIGHT-TRAIN CARS—SPECIAL

► *Trailer Train Co.*—Has concluded arrangements with Shippers Car Line for performance of a "major portion" of TTX's heavy-repair car program for 1961. The repairs will be handled at SHPX shops in Kansas City, Mo. The total number of TTX flat cars scheduled for work this year has not been announced, but it is understood that such work is being cycled "entirely on a mileage basis."

PASSENGER-TRAIN CARS

► *Brazilian Federal Railway System.*—Ordered 23 rail diesel cars from the Budd Co. at a cost exceeding \$4 million. Delivery of the cars will begin in mid-1962. The purchase is being financed under a credit authorized several years ago by the Export-Import Bank, Washington, D. C. Four cars will be 85-ft-long, broad-gage (5-ft, 3-in.) units, of which two will be passenger coaches with buffet and two will be all-passenger coaches. They will operate on the Central of Brazil. The other 19 cars will be 61½-ft-long, meter-gage (3-ft, 3-¾-in.) units, of which eight will be passenger coaches with buffet and 11 will be all-passenger coaches. These cars will operate over various meter-gage railway systems in seven Brazilian states. Budd also is working on an order for 103 car sets (206 units) of Pioneer III-type meter-gage rail trucks and disc brakes in knockdown form for Brazil's Estrada de Ferro Sorocabana Railroad. Budd's Brazilian licensee has begun to build the 103 Pioneer meter-gage main-line cars which will operate on the 206 trucks. Construction of the 103 cars is expected to be completed in 1962. Purchase of the trucks is being financed under the same credit arrangement that prevails for the 23 RDC's.

► *New York City Transit Authority.*—Will award a contract this week for 220 new subway cars to be placed in service on the IRT line (RA, June 12, p. 39).

New Facilities

► *REA Express.*—Opened a \$31,000 terminal in Green Bay, Wis., June 26. New terminal replaces facilities formerly maintained at three separate locations.

FOREIGN

► *Indian Railways.*—Bids are invited until Aug. 16 for supply, erection, testing and commissioning of equipment for the traction substations and switching stations of the Tambaram-Villupuram section, Southern Railways, Calcutta. Tender documents may be obtained from the General Manager and Chief Engineer, Railway Electrification, 235 Acharya Jagadish Bose Road, Calcutta 20.

► *Liberia Mining Co., Ltd.*—Ordered equipment from General Railway Signal Co. for installation of 43 miles of Type K2 centralized traffic control between Monrovia and Bomi Hills Jct., Liberia. Eight diesel locomotives will be equipped with automatic train control and cab signal apparatus.

► *Manila Railroad Co.*—Seeks bids on supply of 11 mobile radio stations and 16 fixed stations. Inquiries should be addressed to G. C. Genito, Chief Electrical Engineer, 943 Azcarraga, Manila, Philippines.

we have been forced, by the recent dearth of railway orders, to contribute to the unfortunate situation prevailing in many of these distress areas."

As further evidence of the nationwide impact of railroad purchasing, RPI submitted a chart showing origin of products used in freight car construction—steel products from 27 states and lumber, rubber products, paint and chemicals, lubrication products, cotton and cotton products, aluminum and alloy metals "manufactured not only in the major industrial areas but also in many cities in many states."

Multiply one "symbol car" by 100,000—"the number mentioned by most railroad men as necessary to modernize the nation's car fleet—and you can readily imagine what a stimulant such a production rate would be to industry, employment and local prosperity in al-

most every state. . . . Very much the same story could be told with any other major item on the railroads' shopping list—with locomotives, yards, centralized traffic control, signals, track, shops, terminals, to name a few. In every case, the dollars spent by the railroads quickly fan out through our entire economy, providing jobs and payrolls in literally hundreds of communities."

RPI, Mr. Scallan said, recently made a check of the entire equipment and supply industry, to ask two questions:

- Where are your production facilities located and how many employees are now working in each plant?
- How many people were employed in these same plants in your maximum production year since 1946?

A 46% return from the questionnaires, he reported, indicate that "there has been an average reduction of 29.5%

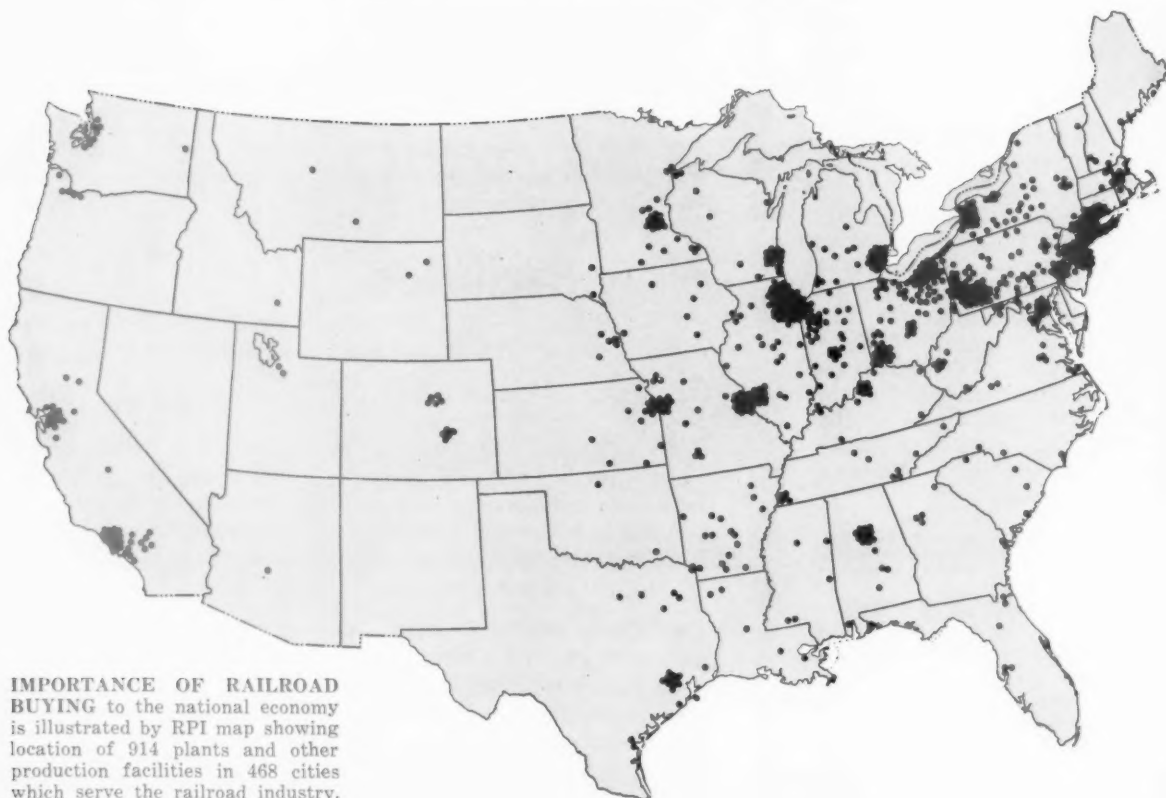
in employment in the 914 railway supply plants for which we have figures."

Mr. Scallan noted that the committee heard previously "from railroad and shipper experts who can describe in detail what the application of the new rate-making rule proposed in S. 1197 will do to the railroads and to the shippers who foot the freight bills of commerce and industry. We accept their appraisals as valid and sound, and we subscribe wholeheartedly to the conclusion reached by the Member Roads of the Association of American Railroads . . . [that] 'To deny railroads the opportunity to translate their low operating costs into low prices to the public (as S. 1197 would inevitably do) is to deny railroads the right to live.'"

Such a denial, Mr. Scallan concluded, "applies with equal force to the railway equipment and supply industry."

Railway Equipment and Supply Company Plants

(Each dot represents one plant or production facility)



IMPORTANCE OF RAILROAD BUYING to the national economy is illustrated by RPI map showing location of 914 plants and other production facilities in 468 cities which serve the railroad industry. Heaviest concentration is at Chicago (125 plants) and in the New York-New Jersey area (76).

'Buy Now,' Carbuilders Advise

► **The Story at a Glance:** The American Railway Car Institute has issued a strongly-worded statement calling on railroads to "buy now" to forestall a threatened freight-car shortage of serious proportions. The shrinking car fleet, coupled with the rising number of cars needing repairs, bodes no good for either the railroad industry or the public it serves, warns ARCI.

Freight cars are being scrapped far faster than they are being replaced—yet commercial carbuilders have barely two weeks' work (at peak production schedules) on their books.

That was the salient point of a "buy now" appeal issued last week by Walter A. Renz, executive vice president of the American Railway Car Institute.

"The rolling stock of this country's railroads is in the poorest condition since the depression days of the 1930's and not prepared to meet the imminent needs of a resurgent national economy," asserted Mr. Renz. "During 1960, over 70,000 freight cars were scrapped and only 46,000 new ones placed in service. The process was accelerated during the first half of this year, with cars being junked more than twice as fast as they were being replaced.

Freight-Car Total Shrinks

"The total fleet of our Class I railroads today adds up to about 1,650,000 cars. Thus, over the past dozen years, this fleet has shrunk by about 5% in a national economy that has nearly doubled in size."

But the dwindling car fleet, said Mr. Renz, isn't the whole story:

"For right now, 10% of the cars retained in the fleet are unfit for use. The situation is made the worse because it is uneven, with bad-order cars running as high as 30% for one railroad and around 25% for others. Our whole railroad system would have been in trouble a long time ago if other lines had not kept their rolling stock in good order. Freight cars, on average, are 18½ years old.

"It is not enough to concentrate on the increased utilization of a dwindling freight-car fleet. In a country as large as the United States, the present fleet represents a dangerously low level. A car in demand in California cannot be supplied from a surplus in New Jersey.

"Complaints about this condition have been coming from shippers in increasing numbers. Typical is the case of the country's corn refiners, who incur an annual freight bill of \$66 million.

Their traffic managers, meeting this spring in St. Louis, called attention to shortages and poor quality of cars. Similar complaints have been made by other industry groups."

Mr. Renz then made his "buy now" appeal:

"Unless the railroads, especially those carriers that have been depending on others to do the buying, start replacing worn-out equipment, we may see a recurrence of the experience of several years ago when grain was piled on the ground because of the lack of cars and much of the grain blew away. Only this time the shortage of cars will reach out to many more classes of commodities.

"From every standpoint this is the prudent time to order freight cars. The commercial carbuilders are capable of turning out 10,000 cars a month—cars that are revolutionary in design and capable of achieving economies that would make the railroads far more competitive. Yet the carbuilders' backlog is something like 4,000 cars—less than two weeks' work at peak production rates.

"It is sound business practice to have good freight cars and enough of them to meet any betterment in the economy."

Mr. Renz, who noted that ARCI is a "longtime proponent of consistent buying," was critical of railroads that "have tended to defer purchases of

capital equipment until after the economy has gone into high gear."

"Through all the years of lean orders," he said, "the carbuilders have remained determined to help their railroad customers in the struggle to regain lost traffic. The carbuilders have been spending more heavily than ever before on research and development designed to help the railroads to reach out and obtain a large proportion of freight traffic. To achieve this objective, equipment must be upgraded, special equipment must be increased, new types of equipment must be developed and the old equipment must be retired and replaced.

"In every instance where the railroads have followed this line of reasoning, important gains were registered. The tremendous success of piggyback is familiar enough. More recently, there have been such innovations as lower-slung cars to overcome tunnel obstructions. Yet another case in point are the flat cars equipped with racks that have brought new-automobile traffic back to the rails. In addition, the carbuilders have come up with devices to help eliminate the \$120-million-a-year damage to freight, and containers do away with pilferage and cut handling costs. The demand for this modern rolling stock is clear enough, the need of the railroads is undeniable and the ability of the carbuilders never was greater."

Bright Spots: GATC, Thrall

A Railway Age survey last week turned up at least two bright spots in the carbuilding picture.

General American is "doing well" at both its East Chicago, Ind., and Sharon, Pa., plants, according to President Spencer D. Moseley. GATC production looks good into the fourth quarter on current orders alone. Sharon (tank cars) is operating at peak and can keep it up for two to three months on existing business. East Chicago (piggyback flats, Airlides and Dry-Flo cars) is running two production lines and operating at a bit under two-thirds peak.

Thrall Car likewise isn't reflecting any recession in its order book. The Chicago Heights, Ill., plant, on vacation for the past two weeks, goes back to full operation July 10 with an order for mill gondolas to finish up, 3,500-cu-ft hoppers to build steadily, and orders for flat, ingot, and pulpwood cars to keep

production facilities busy. President R. L. Duchossois' comment about what's ahead: "We're not hurting—and we're encouraged about orders coming up in the future."

Passenger cars, oddly enough, account for quite a bit of the current business elsewhere. Pullman-Standard's Bessemer, Ala., freight-car plant is closed; plants at Michigan City, Ind., and Butler, Pa., are operating at about 50% capacity but face closing sometime next month if new orders aren't forthcoming. But P-S is keeping busy at South Chicago with the remodeling (for push-pull) of 48 C&NW suburban coaches and construction of 20 baggage-car shells for Santa Fe. Coming up later in the year will be 53 commuter cars for New York Central and the Port of New York Authority. Transit equipment—subway cars for New York—is also keeping St. Louis Car busy.

C&O Eyes Tax Gain in Proposed

► **The Story at a Glance:** Chesapeake & Ohio's presentation in support of its application to the ICC for authority to control the Baltimore & Ohio now includes a proposal that the New York Central be required to reduce its holdings of B&O stock to a point which would permit consolidated C&O-B&O income tax returns. The proposal was made by John E. Kusik, C&O's senior vice president for finance, as the Commission's hearing on the application continued.

The hearing also embraces Central's competing application for control of C&O; and, in that connection, a shipper representative, called as a C&O witness, turned out to be a supporter of both applications. He was H. O. Mathews, vice president in charge of transportation and distribution for Armour & Co.

Financial and traffic officers of the Chesapeake & Ohio and Baltimore & Ohio and other supporting witnesses continued last week to round out C&O's case for authority to control B&O. They appeared at the ICC hearing, now in its fourth week, which is being held in Washington before Examiner John L. Bradford.

C&O Vice President Kusik's proposal that Central be required to trim its holdings of B&O stock came in his

answer to a question asking whether the "substantial" purchases of B&O stock by Central, its affiliates and Alleghany Corp. have any "potentially adverse effects" on control of B&O by C&O. Meanwhile, the testimony of the C&O's assistant vice president for finance, John F. Kerslake, had noted that consolidated tax returns could not be filed unless C&O succeeded in acquiring 80% of the B&O's stock. Mr. Kusik said:

"The purchase and continued ownership by Central . . . of more than 20% of the B&O stock will deprive C&O and B&O of the opportunity of filing consolidated income tax returns. The filing of consolidated returns would save the C&O-B&O combination many millions of dollars. It is, therefore, of greatest importance to C&O and B&O that the Commission should require Central, Alleghany and their affiliates to sell as much of their B&O stock as will permit the realization of the benefits that will flow from the filing of consolidated returns. To fail to do so would deprive B&O and C&O of funds which are urgently needed to aid B&O to render an economic and efficient transportation service, without producing any benefits to Central and its affiliates."

On the basis of detailed figures presented by Mr. Kerslake, Mr. Kusik

said it appeared that "potential tax savings during the first five years, in the event of a consolidated B&O-C&O tax return, would reach the area of \$50 million." To block this saving, Mr. Kusik added, "would do inestimable damage to the ability of the two carriers to carry out in the shortest possible time the rehabilitation and modernization of the B&O."

That's the \$232-million, five-year program discussed at previous sessions of top executives and operating officers of the C&O and B&O (RA, June 26, p. 14; July 3, p. 32). To carry it out alone, B&O "perhaps could not obtain the necessary funds," Mr. Kusik had said before getting into the consolidated-tax-return phase of his presentation.

But B&O "does not need to go it alone," the C&O's top finance officer continued. As to how the B&O's rehabilitation program would be financed, Mr. Kusik expressed his belief that every phase of it could be financed in ways "that have been heretofore employed by the C&O, so that each represents a tried and tested manner of financing."

Mr. Kusik also said that funds could be raised against such B&O investments as its holdings of B&O Chicago Terminal, Western Maryland, Reading and Buffalo, Rochester & Pittsburgh. Affiliation with C&O "should enable B&O to obtain better financing terms," the C&O vice president also said.

Defending his road's control-now-merger-later position, Mr. Kusik said immediate merger would downgrade C&O's debt securities and upgrade B&O's. "Our plans for B&O during the period of control will increase B&O's earning power and improve its debt position," he added.

Another C&O financial officer—Roger F. Brown, director of financial planning—foresaw what he called a "critical" shortage of working capital for B&O if it attempted to carry out the five-year rehabilitation program without C&O assistance.

Traffic officers heard were J. W. Phipps, Jr., B&O's vice president-traffic; Gregory S. Devine, a C&O senior vice president who is in charge of coal traffic; and James E. Doule, C&O vice president in charge of merchandise traffic. The general theme of their coordinated testimony was that the proposed affiliation would not hurt other roads but would put B&O and C&O in a better position to meet the competition of other modes of trans-



Piggyback Scores Again

Lull Engineering Co., St. Paul, Minn., manufacturer of this heavy-duty log loader-carrier, found its 10½-ft height too tall to clear highway underpasses enroute to the Salem Equipment &

Supply Co., Missoula, Mont. Northern Pacific piggyback service solved the problem and offered savings in handling since the shipper was some distance from rail trackage.

Affiliation with B&O

portation, thus benefiting not only those two roads but their connections as well.

All three traffic officers denied that a B&O-C&O affiliation would result in any substantial diversion of traffic from Central. Mr. Phipps said B&O would never conduct a "raid" on Central, adding that, even if it did, "the project would be a complete failure." Mr. Devine said the coal traffic of Central "is not the target of a C&O-B&O affiliation." And Mr. Doule said it would not be the policy of C&O to seek the diversion to C&O-B&O of any merchandise traffic now moving NYC-B&O.

Vice President Mathews of Armour & Co., first made his statement supporting the C&O application, saying that the basis of Armour's support of this proposal was "the financial strength of the C&O and the financial insecurity of the B&O." In this statement, Mr. Mathews also said:

"We feel that strengthening of the financial situation of the B&O is absolutely necessary if that railroad is to provide in the future the quality of service that we require . . . In my opinion, C&O control of the B&O will not materially reduce competition in transportation in view of the great amount of competition now faced by the railroads from other modes of transportation."

When he had finished reading this statement, counsel for Central asked Mr. Mathews if he had a supplemental statement. And he did. It said Armour's support of C&O's application "should not be interpreted as opposition to the Central's application."

In this second statement, Mr. Mathews explained that, since filing the statement in support of the C&O application, Central "has pointed out to us that it also has an application pending for authority to control the B&O either solely or jointly with the C&O; that it favors a three-way merger of C&O, B&O and Central, if possible. . . . The Central has further advised us that, in its opinion, the approval of the transaction proposed by the C&O, if Central is excluded, will have a serious adverse effect on Central's ability to provide adequate transportation service to Armour and the rest of the shipping public dependent on New York Central's services."

Mr. Mathews went on to refer to Armour's "extensive use of Central's service," and to his original statement's reference to Armour's "vital interest in steps being taken which will

strengthen the financial situation of the B&O."

"We have an equally strong interest in preservation, and if possible, the strengthening of New York Central's ability to provide in the future the quality of service we require," the Armour vice president added. Noting his original statement's assertion that the proposed C&O-B&O affiliation would not materially reduce competition, Mr. Mathews said he would have "the same opinion with regard to a merger between B&O and Central, or a merger among all three railroads."

Among other C&O witnesses were Joseph L. Stanton, executive director of the Maryland Port Authority; Winthrop C. Lenz, vice president of Merrill Lynch, Pierce, Fenner and Smith, who testified principally regarding that firm's role in negotiations preceding C&O's exchange offer to B&O stockholders; and Edward V. Milholland, vice president of Gore, Forgan & Co., which assisted in the 1955 recapitalization of B&O.

CN Set to Build 61-Mile Branch Line in Quebec

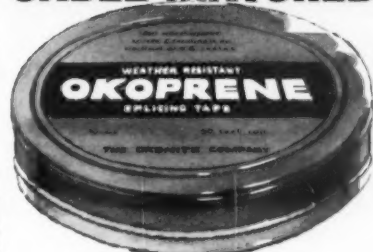
The sound of railroad construction will echo again soon in Canada's Quebec northland. Canadian National will build a 61-mile branch line to the Mattagami Lake mining area. The new line will link the Mattagami mines with both the Toronto and Montreal districts via the loop line built between the Abitibi and Lake St. John districts from 1954 to 1959 (RA, March 9, 1959, p. 13).

The new line will cost an estimated \$8,400,000. A late-in-1962 target date for its completion coincides with the production schedule of the mines. It is hoped that 165,000 tons of zinc concentrate will be shipped yearly to a new smelter that will be built by the mining company and 25,000 tons of copper concentrate will go to Noranda for smelting.

The line will also serve a town of 3,000-5,000 people and aid in the development of additional mineral and pulpwood resources.

CN officers of the St. Lawrence Region, together with the Quebec area engineering staff, will supervise construction of the line. It will require 196,000 ties, 210,900 cu yd of gravel ballast, and 9,126 net tons of 85-lb rail. It will cross two steel bridges and six timber trestles. Heaviest grades (120 ft in four miles) will center around the Baptiste River.

CABLE-MATCHED



OKOPRENE tape is a match-mate for neoprene-sheathed cables . . . is engineered to replace the original sheath . . . protects against normal environmental hazards and is weather, ozone, oil and chemical resistant.

Other cable-matched Okonite tapes:

OKONITE—for mineral-base rubber insulated cables.

OKOLITE—for oil-base rubber insulated cables.

OKONEX—for insulating butyl splices and terminations.

OKOWELD—for insulating and sheathing in one application up to 2000 volts.

MANSON—super-strong friction tape.

The Okonite Company, Subsidiary of Kennecott Copper Corporation, Passaic, N. J.

OKONITE splicing materials
80 years of cable craftsmanship



are **YOU** earning
\$10,000.00
per year and is your job secure?
LEARN SUPERVISION
by proven home study methods at
low cost from a 48-year old institution.
SEND THIS COUPON TODAY

THE RAILWAY EDUCATIONAL BUREAU
1809 CAPITOL AVENUE, OMAHA 2, NEBR.

Send me full information and a free sample
lesson for the course I have checked below.

☐ Railway Supervision
☐ Locomotive Electrician
☐ Locomotive Machinist
☐ Car Inspector
☐ Railway Signaling
☐ Other _____

Name _____
RR _____ Job _____
Address _____
City _____ Zone _____ State _____

You Ought To Know...

Substantially reduced rates on grain moving to points in the Southeast have been filed by the Southern to become effective by Aug. 15. Executive Vice President D. W. Brosnan said the new volume rates are made possible by the road's new lightweight aluminum cars, and are designed to recapture traffic now moving by unregulated carriers. Sample reduction: Present rate from St. Louis to Gainesville, Ga., is \$10.50 per net ton. New rate will be \$3.97 per net ton when in lots of 1,800 tons, \$4.07 in lots of 900 tons, \$4.17 in lots of 450 tons.

A new multi-deck rack for automobiles will be shown by the Dana Corp. July 13 in the DT&I yards at Ecorse, Mich. Dana will also demonstrate a floating platform for an 85-ft piggyback car for handling container, saddle back or rack-type shipments.

Additional piggyback trailers are being acquired by Lifschultz Fast Freight (through both purchase and leasing arrangements) to handle increasing traffic between the Midwest and California.

A 26-ton gas turbine engine, completely assembled, has been shipped via piggyback by Westinghouse Electric Corp. The 18-by-8-by-7-ft unit moved aboard a low-bed truck trailer which was put on a Reading flat car in North Philadelphia. Destination: Port Arthur, Texas.

An "industry of flabby giants" potentially strong but lacking "will-power and drive" may result from the rail merger movement, the BRT's Charles Luna charged last week. Mergers are not in the public interest "except as the only alternative to total collapse of service," the Trainmen's assistant to the president told a West Coast union meeting.

First piggyback shipment of outboard boats has been made by Brunswick Boats Division, Little Falls, Minn. Eighteen fiberglass outboards were slant-loaded six to a trailer. One shipment traveled to Seattle, Wash., via the Northern Pacific, another to Beaumont, Tex., via the Burlington. Brunswick says the boats "arrive in better condition than if they were hauled over the mountains by truck," also notes that the cost of piggyback to the Pacific Coast is "somewhat lower" than overland trucking.

A commuter income tax imposed by New Jersey on its residents who work in New York went into effect July 1. The tax is designed to divert from Albany to Trenton between \$38 million and \$50 million now paid to New York by commuters from New Jersey. New Jersey plans to use the money to finance commuter rail and bus improvements. There are indications New York may test the legality of the new tax law in the courts.

The Milwaukee paid only a \$200 fine for one violation of the Hours of Service Act during the four months ended with May, according to the ICC. A previous report that the road had paid fines totaling \$10,000 (RA, June 19, p. 40) was erroneous.

Fred G. Gurley just can't stay retired from railroading. Mr. Gurley, president of Santa Fe from 1944 to 1957 and chairman of the board 1957-59, is keeping busy as a consultant, assisting in a survey of Colombia's transportation and future transport requirements for the International Bank of Reconstruction and Development and the Colombian government.

Sale of the Hudson & Manhattan to the Port of New York Authority has won the backing of the New York-New Jersey-Connecticut Regional Plan Association—but the association says rehabilitation of the H&M should be regarded as only the first step toward a broader solution: a "unified rail commuting agency" for the whole three-state, 22-county commuting area.

Rail subsidies in Canada have drawn sharp fire from the Canadian Conference of Teamsters. Signatures of 40,000 Teamsters are being sought for a resolution to be presented to Prime Minister John Diefenbaker calling for an end to railroad subsidies, which the Teamsters say amount to "as much as \$6 annually from every taxpayer in Canada."

Contract for reconstruction of a 503-mile portion of the 817-mile Hejaz Railway, which runs from Damascus, Syria, to Medina, Saudi Arabia, has been awarded to the German firm of Becker. Seventeen other companies submitted bids, including U.S., Japanese, Spanish and Arab firms (RA, Feb. 6, p. 31).

Albany's Union Station has won an official reprieve. The State Public Service Commission rejected a New York Central plan to sell the Albany station and invest \$1,132,900 in new passenger and freight terminal facilities in Rensselaer across the Hudson River. NYC claimed the plan would save \$500,000 a year in operating expenses.

Rate practices of the General Services Administration are "out of tune with reality and injurious to the nation's essential common carrier system," the U. S. Chamber of Commerce told a Senate Appropriations subcommittee. The Chamber asked Congress to cut GSA's budget for Transportation and Public Utilities Service and to "admonish" GSA on its participation in cases before regulatory agencies. GSA's "voluminous" presentations and "extensive" arguments often duplicate material developed by regulatory commissions and contribute to the delay of important rate decisions, the Chamber asserted.

Four 1,420-hp diesel-electric locomotives built by General Electric at Erie, Pa., are on their way to the Republic of Gabon in Central Africa, completing an order placed by COMILOG, a French mining company. Three similar units were delivered last year. Total cost of the order was \$1.5 million.

CLASSIFIED ADVERTISEMENTS

OFFICE MAN WANTED

for frog, switch and forge plant capable of estimating jobs, keep cost records, keep cost and time records. Engineering and accounting aptitude. Airmail reply giving particulars about yourself such as training, schooling, experience and last three employers, marital status, age and salary expected. Attention Mr. Nelson, Nelson Iron Works, Inc., 2550-40th West, Seattle 99, Washington.

Robert W. Hunt Company ENGINEERS

Inspection—Tests—Consultation
All Railway Equipment
General Offices:
810 S. Clinton Street
CHICAGO 7
All Principal Cities

SALE OR RENT

45 Ton G. E. D. E. Loco. 300
H.P. Cooper-Bessemer Engine
65 Ton Porter D. E. Loco. 400
H.P. Cummins Super-Charged
Engines

B. M. WEISS COMPANY
Girard Trust Bldg.
Philadelphia 2, Pa.

WANTED

editions of *Locomotive Cyclo-*
pedia 1952 or earlier. Please state
condition of books and price
including packing and shipping.
Box 955 Railway Age, 30 Church
Street, New York 7, N. Y.

KEEP BUYING

U.S.
SAVINGS
BONDS

POSITION OPEN

RAILROAD REGULATORY
ENGINEER in a Government
Agency. Salary range \$9,000-
\$11,000. Location—New York
City. Promotion opportunity and
training facilities are good. Work
is interesting and challenging.
Qualifications: Professional En-
gineer License and two years pro-
fessional engineering experience
for a railroad or the satisfactory
equivalent. Write to Box 959,
RAILWAY AGE, 30 Church
Street, New York 7, New York.

"AMERICA THE OBSOLETE?"

Reprints AVAILABLE

What will Congress do about adopting a more realistic policy on depreciation allowances?

The need and urgency for action was the subject of the Railway Age Special Report "America the Obsolete?" published in the March 20, 1961 Issue. Reprints are available for your distribution. One to 10 copies 35¢ each. Special discounts on quantity orders. Write to

George Johnson

Railway Age

30 Church Street New York 7, N.Y.

Looking
for a job?

Looking
for a man?

use this space to get reliable leads, quicker results

EMPLOYMENT OPPORTUNITIES SECTION

Railway Age, 30 Church St., New York 7, N.Y.

A. Stucki Co.

Side Bearing
Specialists

For

50

Years

1911 — 1961



Oliver Bldg.
Pittsburgh, Pa.

Advertisers' Index

Adams & Wastlake Co., Inc.	34
American Brake Shoe, Railroad Products Div.	32, 33
Buckeye Steel Castings Co.	12
Buffalo Brake Beam Co.	1PC
Edgewater Steel	3
General American Transportation Corp., Airslide Div.	8
General Railway Signal Co.	BC
Hunt Company, Robert W.	57
Morrison International Corp., International Railway Car Div.	39
National Castings Company	42, 43
Nelson Iron Works, Inc.	57
Okonite Company, The	55
Ortlip Co., Harry F.	44
Pittsburgh Plate Glass Co., Industrial Paint Div.	6
Pullman-Standard, Division of Pullman, Inc.	13-16
Railway Educational Bureau	55
Railway Maintenance Corp.	45
Roebbling's Sons Division John A.	29
Safety Electrical Equip. Corp.	11
Sinclair Refining Company	18, 19
Standard Car Truck Co.	23
Standard Railway Equipment, Division of Stanray Corp.	25
Stucki Company, A.	57
Symington-Wayne Corp., Symington Division	IBC
Taylor Devices, Inc.	40
Timken Roller Bearing Company, The	29, 21
Union Switch & Signal Div. of Westinghouse Air Brake Co.	4
Waugh Equipment Company	41
Weiss Company, B. M.	57
Wine Railway Appliance Co.	35

Green Board From the ICC

The Interstate Commerce Commission's decision in the hotly contested "Plan III and Plan IV Piggyback Case" is as conscientious and intelligent a job as anybody could possibly ask. It hacks a path through the jungle of indefensibly complex regulatory law, and lays bare the fundamentally simple economic facts. It decides that economics, unrestrained by outworn tradition, should be given a chance to improve the nation's freight transportation service, and reduce its cost.

A great many of the Plan III and IV rates were at issue in this proceeding, into which several individual cases were merged. In essence, what the Commission found was:

- That the rates for the service, except in a couple of isolated instances, are fully compensatory—and often even richly so.

- That the rates (even after inclusion of added costs to shippers for trailer and car hire, and collection and delivery expense) save money for many patrons and meet the threat of private trucking in many, if not most, cases; and that shippers are practically unanimous in favor of the service.

- That the evidence does not indicate that the motor common carrier industry is in any danger of destruction because of this service.

- That, as far as "national transportation policy" is concerned, the service under attack is "the end result of an effort by the respondent railroads . . . to maintain their position as a strong partner in the national transportation system." (That the railroads' relative position is in jeopardy is shown by the fact that total ton-miles in 1957 were 249% of those of 1939, while "the corresponding percentage changes in railroad, motor, water, pipeline and airway participation in that period were 185, 494, 241, 419 and 5009%, respectively.")

In sum, as far as the Commission is concerned, railroads are at liberty to continue and extend their Plan III and Plan IV services, to the degree that they can find customers to support them.

Just as interesting and as heartening as the decision itself is some of the evidence on which the findings were based. For one thing, the ICC was not at all worried about some complaints as to trailer-leasing and other incidental practices. If practices are found that are illegal, steps can be taken to put a stop to them.

Neither were the regulators thrown into a panic by the suggestion that rates under Plans III and IV might attract traffic now handled in box cars at higher rates. It cited a case of a railroad which loaded 46 tons of forwarder traffic into 7 cars, for which it received \$1,524 in revenue and incurred expense of \$510 at the initial terminal, leaving \$1,014, or \$145 per car, to cover all other costs. The same railroad loaded 33 tons of forwarder traffic in one Plan III car which produced \$451 in revenue and on which terminal expense was less than \$38 at origin and destination combined.

(Our own idea would be that freight should be encouraged to use the vehicle—whether it be a piggyback trailer or a box car—that will (1) save expense to the patron and (2) increase the net earnings of the carrier. Maybe box car service would be more attractive to shippers and more profitable to the carriers if it, also, like Plan III, were rated on a full-load basis at a reasonable mark-up above costs. In any event, railroads are in business to produce net earnings, and not primarily to preserve traditional types of equipment and rates—unless, of course, these latter can prove their ability to do a job. The ICC isn't as explicit as this in its expression, but it certainly shows some degree of hospitality to this line of thought.) In a separate concurring opinion Commissioners Murphy and Herring said:

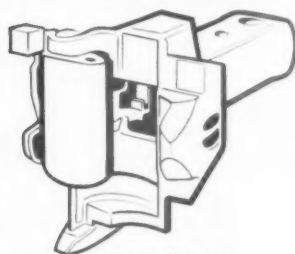
"Neither the railroads nor other public carriers can survive the reality of do-it-yourself competition, unless they conquer the factors which have been diverting the high-rated traffic from them. Certainly the private carrier does not concern himself with 'classification principles' when he loads his own trucks. . . ."

And the Commission betrayed no shock at the opinion of many shippers that the commodity-mix rule (permitting no more than 60% of the total load to be one commodity) should be scrapped. (Railroads have no such rule for trailers they haul for truckers under Plan I. Why apply it to their regular customers under Plan III?)

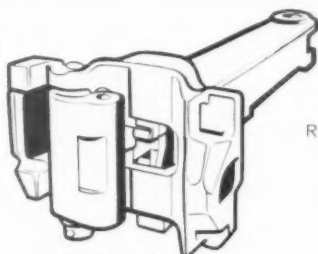
NOW IT'S UP TO THE RAILROADS

The Commission has done a monumental piece of work in this decision. We incline to the opinion that credit for its excellence should be shared with the successful litigants and shippers who took the trouble to do a thorough job in presenting their case.

Unless disgruntled opponents contrive some further legalistic delays, railroads now have the opportunity they have so long sought, to improve the attractiveness of their service in an important traffic area. They will be expected to exert themselves to the utmost in taking full advantage of this opportunity—and there's no doubt at all that that is exactly what they will do.



A.A.R. Type F
Interlocking Coupler F70



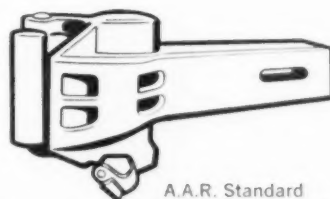
A.A.R. Type H
Tightlock Coupler H80



Radial Connection Y25A

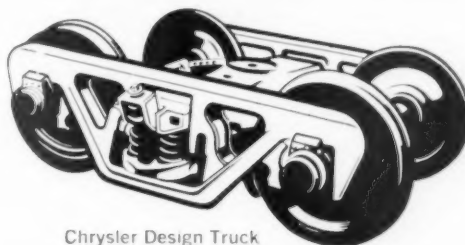


Yoke Y65 for
Twin Cushion Draft Gear

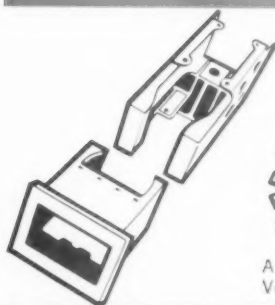


A.A.R. Standard
E Coupler B-E60A-HT

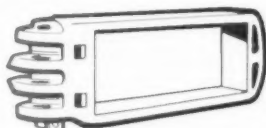
Built into each product— Symington reliability



Chrysler Design Truck

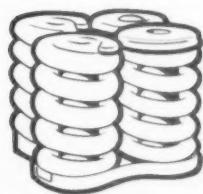


Striking Casting and
Center Filler—Cast Weld
Design, Stress-Relieved



A.A.R. Alternate Standard
Vertical Plane Swivel Yoke Y30

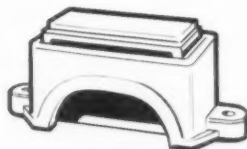
Seventy-five years' experience in manufacturing railway equipment, with constant emphasis on research and development, assures you both reliable performance and long service life in every Symington product—from a single snubber spring to complete truck assemblies.



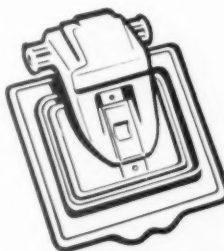
Freight Car Truck
Spring Snubber Group



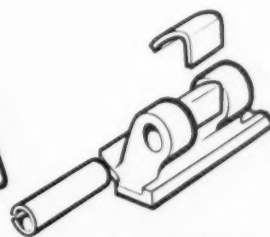
Long Travel Snubber for
Locomotives and Passenger Cars



Rubber Type Resilient
Side Bearing



Composite Articulated
Journal Box Lid



Journal Box Hinge Lug Wear Plate
and Self-Adjusting Bushing

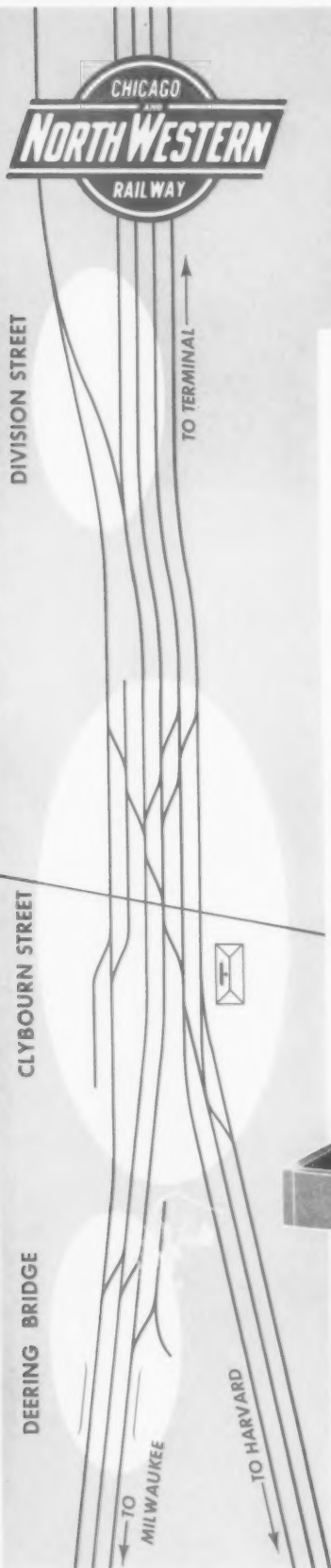


SYMINGTON DIVISION

WORKS:
DEPEW, N.Y.

New York
Chicago
Boston
Philadelphia
San Francisco
St. Louis

In Canada:
Adanac Supplies, Ltd.
Montreal, Quebec



GRS CODED NX

**Handles 150 trains per day
Controls 3 interlockings on C&NW**

The Chicago and North Western Railway has an NX interlocking control machine at Clybourn Street, Chicago, which controls three interlockings.

The NX control machine is a high-speed, semi-automatic interlocking route setter. Only two motions are needed to set up any route—even the most complex. Selection of best available route, route line-up and route restoration are all automatic.

A separate Syncrostep[®] coded remote control system is used to control each interlocking. Thus only one pair of control line wires is needed between the tower and each of the three interlockings. Syncrostep, chosen because of its speed, simplicity, and reliability, is well suited to handle the upwards of 150 daily suburban and main line trains.

GENERAL RAILWAY SIGNAL COMPANY

ROCHESTER 2, NEW YORK

NEW YORK 17, NEW YORK

CHICAGO 1, ILLINOIS

ST. LOUIS 1, MISSOURI



3116

